

**Marcar Sheridan Gregory 1888-1966**, was born on 23 June 1888 in Ghazipur, India and was sent to school in London. He moved into 36 Gunterstone Road, West Kensington when his father, Lieutenant-Colonel Gregory Gregory retired in 1904.

**1901-1905** University College School, Gower Street (since transferred to Frognal, Hampstead). While at school he was in the school corps and shot at Bisley in 1904 winning the miniature carriage clock which Michael has.

**1905-1908** Central Technical College, City & Guilds Institute, Exhibition Road. He became a student of the Institution of Civil Engineers on 20 November 1906 aged 18 and obtained Associate Membership of the City and Guilds Institute (ACGI). This is recorded in a list of graduates in the bookshelf at Dedham. While in London, he joined the Artists Rifles, the territorial unit which is now SAS London, and kept winning silver spoons for shooting (Dedham cutlery drawer).

**1908-1909** He was apprenticed to A & J Main & Co, in Glasgow, where he worked as a draughtsman on structural steelwork.

**1909-1910** Assistant Engineer, Pier Head, Leven Docks, Fife with Sir R McAlpine & Co, contractors at Methil Dock Construction, Inner Leven, Fife. Then he attended the Imperial Services College (Haileybury) in preparation for colonial service.

**1910** On 1<sup>st</sup> October he joined the East India Service as Assistant Engineer Public Works (Railways) on the Chinna Creek Bridge construction, Karachi

**1911 to 1913** Assistant Engineer in charge of Kotri (Open Line) Sub-Division, Karachi District

**1914** Assistant Engineer in charge of Bhatinda (Open Line) Sub-Division, Bhatinda District He became an Associate Member of the Institute of Civil Engineers on 1 December 1914.

**14 March 1915** Indian Army Reserve Commission as a Second Lieutenant attached to the 3<sup>rd</sup> Royal Bombay Sappers and Miners at Kirkee near Poona (where Greg was posted in 1943).

**May 1915 to December 1918** Employed with a Field Company in India, France and Mesopotamia. During this period directed construction of all types of rapid bridging including: trestle bridging and three types of floating bridges on the Tigris and Euphrates. On the 12 March 1916 he was promoted to Lieutenant.

**1917** Designed and constructed special pontoons of indigenous materials for the bridging of the Euphrates for 15<sup>th</sup> Division operations against Ramadi and Hit.

**August 1917** He was mentioned in the dispatches of Sir Stanley Maude published in the London Gazette.

**1918** In October, he was appointed Executive Engineer. He designed and erected the Adhaim Suspension Bridge (312 ft clear span) to take field guns man-handled for

the final operations on the left bank of the Tigris ( a record in span for load and time of construction on Active Service).

The Engineers carried out Signals duties (the Royal Signal Corps was formed later). He served in Mesopotamia, 'between the rivers' – Tigris and Euphrates – now Iraq, which was part of the Turkish Empire. His photos show progress up the Euphrates and Tigris Rivers, including scenes at Tikrit and Basra. He enjoyed recalling details such as the ability of Arab servants to wet shave officers without waking them. Also he used to tell how he was taking a message by motorbike and had to ride through an enemy Turkish Camel Troop. He escaped by riding under a camel. The Gallipoli campaign was initiated in 1915 to distract the Turks and the British Indian Army was able to drive the Turks out of their empire. The London Gazette of 26 August 1918 announces he was awarded the Military Cross. Name mentioned three times in despatches for gallant services in the Mesopotamian Expeditionary Force and granted the Military Cross. By the end of the war he was Captain MS Gregory, MC, VD, AM Inst CE

**1919** In charge of survey, location and construction of the Baiji-Shergat Extension of the Baghdad Railway, Iraq Railways. Employed on the construction of the Khyber Ropeway, NWFP, India. Name brought to the notice of Secretary of State as deserving of Special Mention. He was driving a new railway line through the Khyber Pass. The tribesmen did not approve of the railway so they starting sniping at the work-force. He was provided with armed protection. Military protection was not successful and the project was terminated.

**1920-1922** Assistant Deputy Agent (Works) in the Agent's Office, North Western (State) Railway, Lahore, India. While returning from home leave in England in about 1921 he was travelling on a P & O steamer to India with his great friend, together they were known as Mutt and Jeff (after cartoon characters by Bud Fisher). Mutt met a flapper, Louvima Viney who was returning to her parents.

**9 January 1922** Marcar married **Louvima Viney** at Christ Church, Port Blair, Andaman Islands.

**1923** Executive Engineer, Karachi District, North Western Railway

**29 May 1923** Gregory Marcar William born in Karachi when Marcar was 35 and Louvima was 15 years younger

**1924** Special Duty for the Compilation of the Way & Works Manual for the North Western Railway Engineering Branch headquarters at Lahore

**1925** Special Duty for the direction of the introduction of the Divisional Re-organization of the NWR and the compilation of the Organization Manual

**1925** Barbara Louvima Fraser born in Lahore

**1926** In January he was appointed Deputy Agent (Administrative Rank) for the control of all staff with the general direction of the organization of the North Western Railway under orders of the Agent

**1928** On 10th January he was made Member of the Institution of Civil Engineers

**1929** October he was on special duty on East Bengal Railway

**1930** May he was on special duty with the railway board

**1931** April he was appointed Chief Personnel Officer, North West Railways He became Deputy Chief Engineer of the NWR. While at an official dinner in Lahore he disagreed with a senior civil official and realised he would never be promoted to Chief Engineer, so he retired. He was made an OBE (Order of the British Empire) for his work with the NWR.

**1932** In June he was awarded the OBE (Officer of the British Empire)

**1933** He returned to England via a holiday in Egypt (they were in Cairo on 2 February 1933) and France, when he was 45. There are photos from this trip.

**1935** May, he officially retired from East India Service. His pension was £600 per annum.

Barbara and Greg were at boarding school in Eastbourne at this time. They stayed briefly in a flat at Hyde Gardens, Eastbourne in 1933. The family used to drive up to Gunterstone Road to visit his mother, Edith. They bought a new house in a cul-de-sac about a mile south of Horley, Surrey just off the main Horley-Gatwick road. They only stayed for a brief time because of disagreements with the developer who lived in the largest of four houses.

**1935** They bought 'The Meadows', Wannock Lane, Lower Willingdon, Eastbourne, with a right-of-way leading to the downs. Marcar refurbished the house and extended it. He dabbled in the council but after a confrontation over whether funds should go to street lighting or drainage, which he considered more important, he left the council.

He entered into partnership to form 'Motoshop'. They fitted out Ford trucks with hinged sides that opened showing a sloping set of containers with general supplies. They toured villages as mobile shops.

**1938** As friction with Nazi Germany increased he applied to help. The Air Ministry employed him as a resident engineer to build a new airfield at Shawbury, near Shrewsbury. He lodged locally and returned to Willingdon at weekends.

**1939** Marcar was moved to the Air Ministry at Astral House, London so he rented a flat in Upper Richmond Road, Putney which is where the family were when war broke out. His job was flying in an RAF Anson around airfields supervising camouflaging contracts. All large airfield buildings were painted in greens, browns and blacks. After a few months he asked to be commissioned because of the danger of meeting enemy aircraft in flight but the air ministry would not oblige.

**1940** Early in the year they posted him in a civilian job to build Church Lawford airfield near Rugby. They moved to lodgings in Cawston Way, Bilton, Rugby. At Christmas 1940 Gunterstone Road was let so the Gregory family.

**5 April 1941** After a few months in Harrogate, where they lodged in a hotel, he was posted as a Lt Colonel, commander of the Royal Engineers in South East London. In 1942 they were living in Barnes before moving to a flat in Coleherne Court SW9. Later, he was appointed Chief Engineer, Woolwich and had rooms in the Royal artillery depot mess. He retired from this position in 1946 and moved back into Gunterstone Road. In the early 1950's he sold Gunterstone Road and moved back to Willingdon.

**1956** He designed his own house with a central oil-fired Aga cooker because he believed that heat should be generated in the core of a property. The planners insisted he added a staircase window bay to break the austere front elevation. He supervised the build and they moved into: Thistle Down, 5 Wrestwood Avenue, Willingdon, Eastbourne. He spent days levelling the sloping garden, making chair tapestries, making a carpet and tidying up a stamp collection.

**1965** His grandsons, Richard and Michael visited and found an unexploded anti-aircraft shell at Beachy Head. They left it under a shrub in the garden. A year later they returned and, bored during a rainy afternoon, reported the shell to the police. The sceptical policeman jumped when he saw it. He arranged the Bomb Disposal Squad to remove it. His radio message was intercepted by neighbours' televisions (showing a Test Match) and caused consternation in Wrestwood Avenue. The boys made the front page of the Eastbourne Herald.

**Summer 1966** At the age of 78, having completed the washing he went for a bath at bedtime. He collapsed and died of a stroke (brain haemorrhage). He was cremated in Eastbourne.