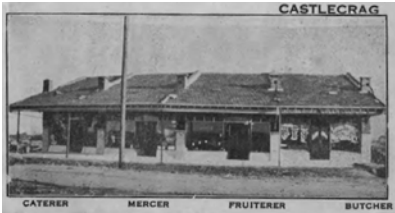


“GRIFFIN CENTRE” SHOPS 120 EDINBURGH ROAD, CASTLECRAG

Report for the
Walter Burley Griffin Society Inc



ROBERTSON & HINDMARSH PTY LTD
VERSION 3.1
27 MAY 2019



“GRIFFIN CENTRE” SHOPS
CASTLECrag

Cover
Upper photo: Shops photographed c.1925-27
Castlecrag Album (Courtesy WBG Soc)
Lower photo: Shops photographed April 2019
(Robertson & Hindmarsh Pty Ltd)

REPORT VERSION CONTROL			
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2.0	20/5/2019	Version 2.0 issued following comments by the Walter Burley Griffin Society Inc	R&H
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EXECUTIVE SUMMARY

STATEMENT OF SIGNIFICANCE

The "Griffin Centre" shops, dating from 1924, are of **historical significance** at a Local level as an integral part of the Griffin Heritage Conservation Area under Willoughby LEP 2012 and as the only surviving original shops dating from the beginning of the Castlecrag Estate.

The shops are of **aesthetic significance** at a Local level as their design followed that of the two shops designed by Griffin in late 1921 for the Greater Sydney Development Association Ltd (GSDA) further west on Edinburgh Road (now no longer extant). The existing altered group of shops does retain its original form of pitched tile roofs, projecting dividing parapets, and fan-like crescent floor plan as it follows the curve of The Postern. They maintain a visual link to the early days of the village shopping centre. Griffin had approved the design of the "Griffin Centre" shops in his role as the architect for the GSDA.

The shops are of **social significance** at a Local level as an essential part of Castlecrag community life from 1925 onwards as a place for both shopping and the location of community meetings. The shops have remained in continuous use from their construction as retail spaces and have proved to be remarkably adaptable reflecting the changing nature of retail in the area.

MANAGEMENT

The shops continue to be an important part of the Griffin Heritage Conservation Area and should be maintained in their current form, reflecting the building approved by Griffin as an essential physical reminder of the early development and community of Castlecrag.

Griffin intended that the shops of Castlecrag be a maximum of two storeys. The "Griffin Centre" shops are already at the maximum envisaged height of two storeys and should be maintained at that height.

The "Griffin Centre" shops and basement retail/commercial spaces should be listed in Schedule 5 of the Willoughby LEP as an item of Local heritage significance as stated in the foregoing Statement of Significance.

SUMMARY HISTORY

The "Griffin Centre" shops were the second group of shops constructed in Castlecrag. The first shops were constructed in 1921 further west along Edinburgh Road to a design by Walter Burley Griffin. The Griffin-designed building comprised a pair of shops housing a grocer and a display showroom for the Castlecrag Estate's developer, the GSDA. With the opening of the Castlecrag Estate Sales Office on the corner of Edinburgh Road and The Parapet the GSDA showroom was closed and the space amalgamated to form part of the grocer shop. See Figures 2.3, 2.4, and 3.3 to 3.6 for the sequence of occupancy in these early years.

The construction of this pair of shops coincided with the construction of the first houses on the Castlecrag Estate, the GSDA 1 and GSDA 2 Dwellings of 1921. The shops and these first two houses were soon followed by the Grant, Johnson, Moon & Cheong houses in 1922 and the O'Malley House in 1923.



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In 1924, coinciding with the construction of further houses on the Castlecrag Estate, architect/ builder S.A. Spargo lodged a Building Application to construct four shops on land he owned on the corner of Edinburgh Road and The Postern. The four shops were constructed by S.A. Spargo between 1924 & 1925 and the first general meeting of the Castlecrag Progress Association, of which Spargo was an active member, was held in the basement of the shops in November 1925.

The shops have undergone a number of changes including the conversion of the four shops to a small supermarket in 1958 and the addition of a fifth shop in 1959. In 1972/74 the Basement was altered to accommodate a Bistro in addition to the then existing Wine & Spirit Shop and the amenities area for the supermarket staff. In 1991 major alterations to the fabric of the building were made which also changed the appearance of the building.

But, despite these physical changes to the fabric, the original design (ie the height, form, bulk and scale) has been retained.



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1.0 INTRODUCTION

1.1 COMMISSIONING & BRIEF

On 24 March 2019 Robertson & Hindmarsh Pty Ltd, Architects was engaged by the Walter Burley Griffin Society Inc to undertake historical research on the group of shops at 120 Edinburgh Road, Castlecrag (known as the “Griffin Centre”).

The brief issued by the Society stated:

The report will include an investigation of historical resources; the original appearance; who possibly designed it; what remains of the original fabric; its significance.

Research to include plans and other documentation at Willoughby City Library and possibly elsewhere, minutes of the first Progress Association meeting which was held at these shops, interview Castlecrag resident Mr Sorensen.

1.2 LOCATION

The “Griffin Centre” shops are located on the south side of Edinburgh Road on the corner of The Postern, Castlecrag (Figure 1.1) within the original Castlecrag Estate designed and developed by the Greater Sydney Development Association Ltd under Walter Burley Griffin. The original site owned by S.A. Spargo has the following current Real Property descriptions:

Lot 1 DP 591269 (shops) and SP 20909 (office building to the rear) (Figures 1.1 & 1.2).

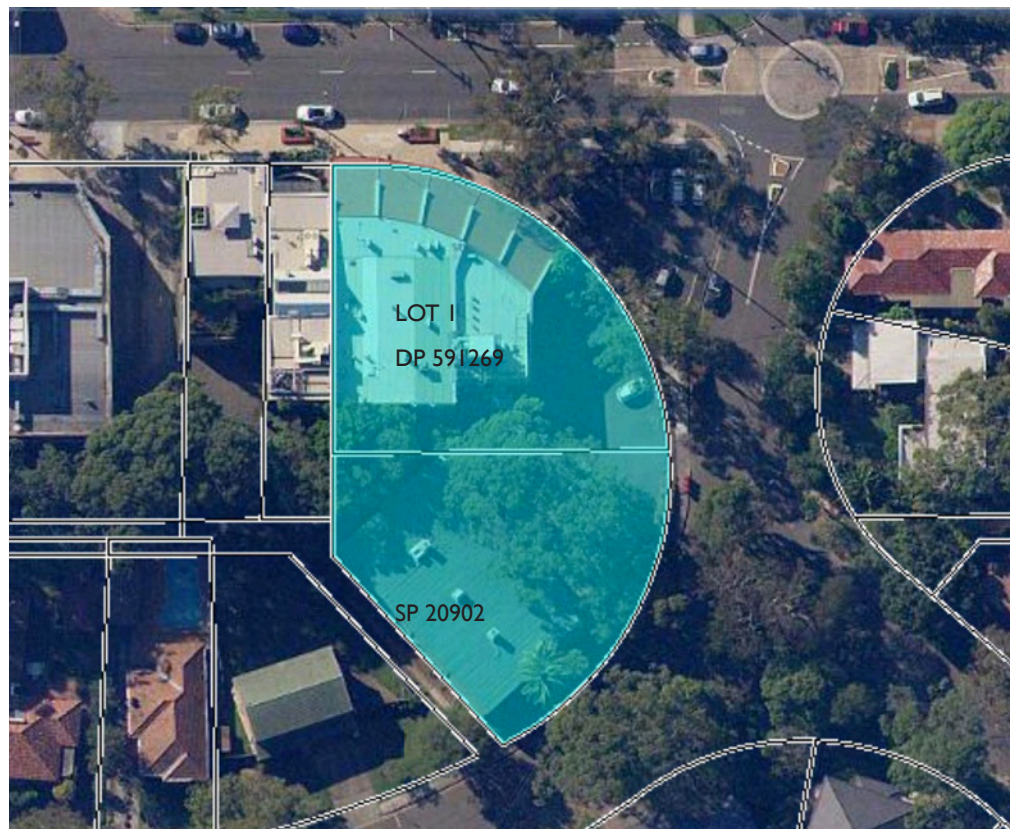


Figure 1.1 Site originally owned by S.A. Spargo overlaid on a current aerial photograph. Study area is Lot 1.

Source: Six Maps with Robertson & Hindmarsh Pty Ltd overlay, 2019



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I.3 AUTHORS

This report has been written and researched by

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I.4 ACKNOWLEDGEMENTS

The authors of this report would like to thank:

Ms Shirley Ramrakha, Local Studies Librarian, Willoughby City Library,
Ms Adrienne Kabos, Walter Burley Griffin Society Inc,
Ms Elizabeth Lander, daughter of Ken Thomas,
Mr Peter Sorensen, son of Chris Sorensen.

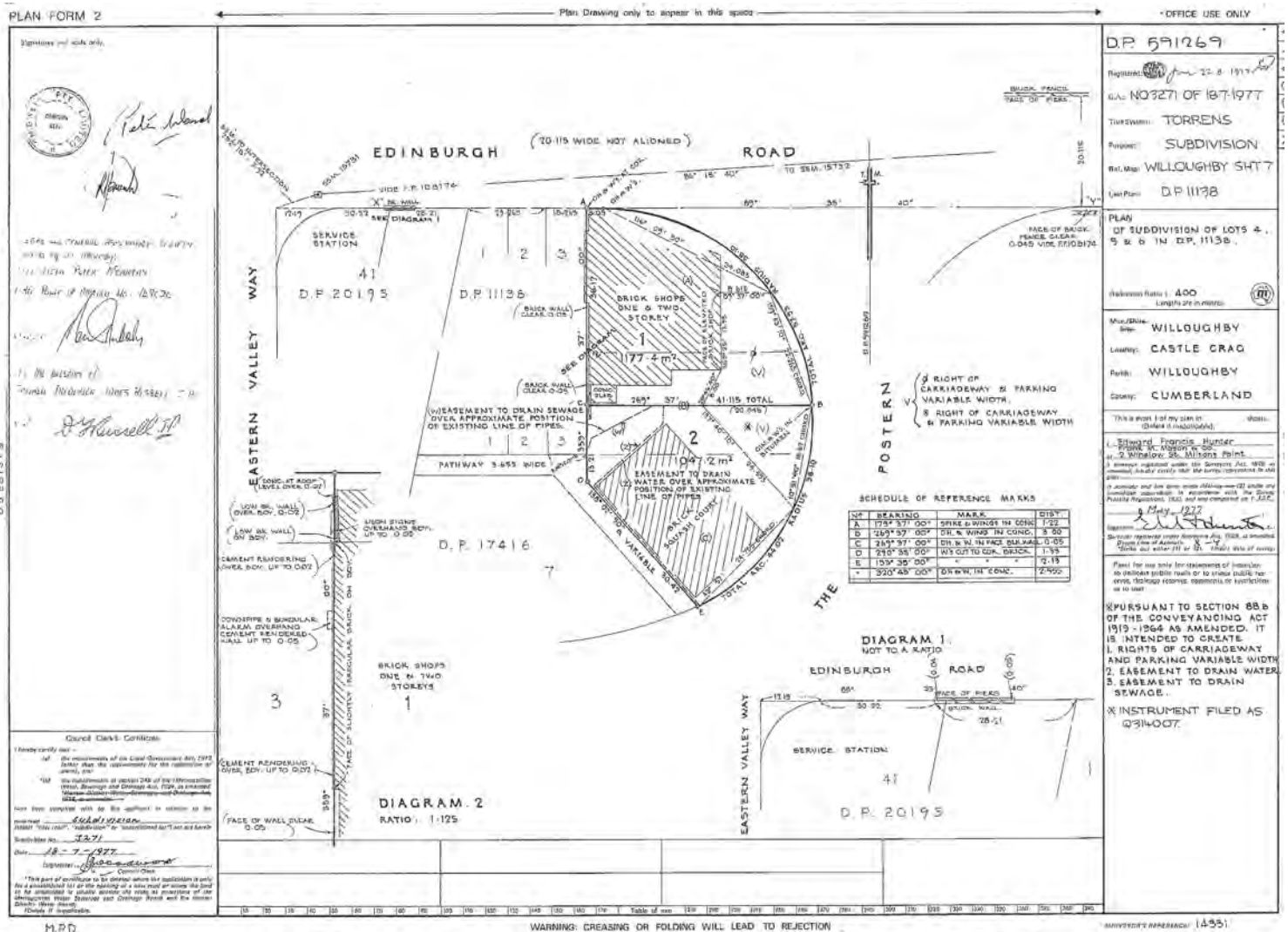


Figure 1.2 Deposited Plan 591269, 1977 (prior to the conversion of Lot 2 to a separate Strata Plan).

Courtesy Walter Burley Griffin Society Inc



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1.5 PROVIDED DOCUMENTATION

The following documents were provided by the Walter Burley Griffin Society Inc:

- Castlecrag Album, c.1925,
- Castlecrag Map, 1932,
- 1930s photographs of the shops by Hermann Junge,
- Deposited Plan 591269, 1977,
- Photo of plaque at the Quadrangle Shopping Centre with information about the “Griffin Centre” shops,
- Walter Burley Griffin Society Newsletter, March 2018.

1.6 CURRENT PLANNING CONTROLS

The current statutory planning instrument for the subject sites is the Willoughby Local Environmental Plan 2012 (WLEP 2012). The current controls over the site are:

Land zoning:	B1 Neighbourhood Centre
Height of Buildings:	9 metres
Floor Space Ratio:	1:1
Heritage:	Within the Griffin Heritage Conservation Area (C4)

Willoughby Development Control Plan 2006 (WDCP 2006) provides guidance to the orderly, sympathetic development of areas within the City of Willoughby. With regard to Castlecrag, WDCP contains the following Statement of Significance (Clause H3.5):

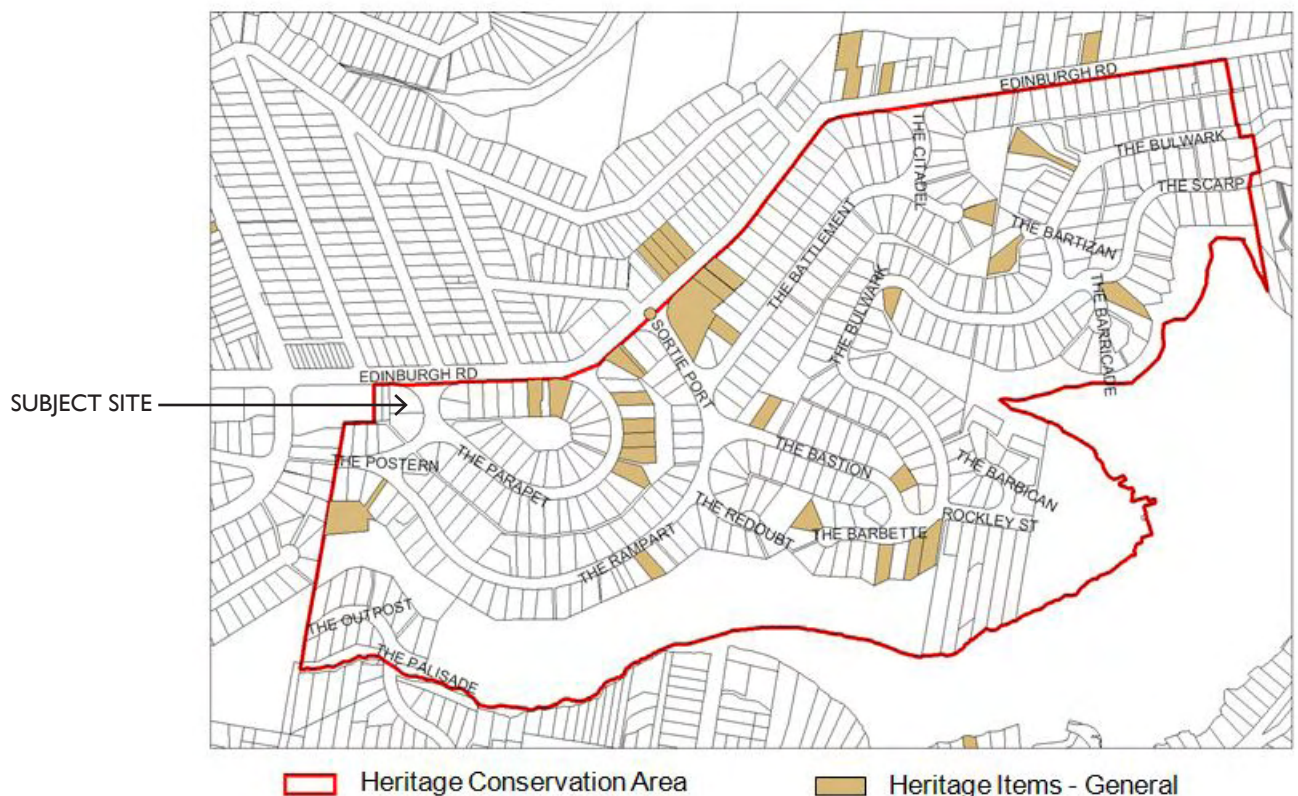


Figure 1.3 Castlecrag Heritage Conservation Area.

Source: Willoughby DCP 2006 Clause H3.5



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The Castlecrag and Haven Estates are outstanding early examples of subdivision which respected the landscape character of an area, created community environments and provided shared views. This process was initiated by Walter Burley Griffin and Marion Mahony Griffin who were influential architects in the United States and Australia, and were known for their appreciation of the opportunities provided by landscape which was embodied in their plan for Canberra. The significance of the estates is heightened by the extant works of the Griffins which are nationally and internationally recognised.

The estates are a larger more complete demonstration of principles [the] Griffins had developed in the United States and their first seven years in Australia. These innovative principles involved subdivision, contoured roads embedded in the sandstone topography and engineering processes that were aimed at conserving the sandstone terrain, stream systems, indigenous bushland and harbour foreshore, and provided extensive reserves and walkways through the estates that created an integrated open space network. The distinctive nomenclature the Griffins gave to the reserves and roads expresses the castle-like quality of the Castlecrag peninsula.

The estates embody the sense of community and social connection from the Griffins, the first investors and the Griffins' friends to a continuing community with a strong sense of connection to the place. Long established community facilities include the Haven Amphitheatre, Community Centre, Griffin shops, tennis courts, reserves and walkways.

The estates are unique in their application of small lots in a spectacular harbour setting with public vistas and filtered views providing the suburban ideal subordinated to the landscape.

At the time of the shops' construction, the design of the building (including overall form mass, height, bulk and materials) was subject to the approval of Walter Burley Griffin on behalf of the Greater Sydney Development Association (GSDA), the developer of the Castlecrag Estate upon which the shops were constructed. The form of the shops matched that of the smaller pair of shops designed by Griffin himself located further west along Edinburgh Road. This smaller building is no longer extant.

Figure 2.1 indicates that the height controls being maintained immediately after World War 2 by the Castlecrag Protection & Development Association (successor organisation to the GSDA) was a maximum of two storeys as the subject sites on the plan are labelled "Lots 1 to 5 may have two storey [sic]".



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Figure 2.1 Extract from Castlecrag & Haven
Estates plan, prepared by The Castlecrag
Protection & Development Association, 25.6.46
Source: Willoughby City Council Library Local
Studies Section
(photographed by Robertson & Hindmarsh
Pty Ltd, 2019)

2.0 HISTORICAL DEVELOPMENT

2.1 BRIEF CHRONOLOGY

1920	The Greater Sydney Development Association Ltd (GSDA) purchased the land that became the Castlecrag Estate
1921	The Castlecrag Estate laid out
30/8/1924	S.A. Spargo lodged a Building Application to erect 4 shops on Lot 4 of the Castlecrag Estate (on the corner of Edinburgh Road and The Postern) (BA 1924/640) (Figure 2.2)
3/9/1924	Building Permit 640 issued to erect 4 shops (BA 1924/640)
Dec 1924	S.A. Spargo commenced construction of 4 shops (Daily Telegraph, 3/12/1924)
Feb 1925	Bricks arrived on site to construct 5 shops (Sun, 13/2/1925)
1926	At least one of the shops is complete as it is listed as being occupied by J.T. Molloy, Butcher (Sands Directory)
1927	Three shops occupied (Sands Directory)
1932/33	S.A. Spargo constructed a “bakehouse” in Edinburgh Road (Construction & Real Estate Journal, 28/12/1932 & 12/7/1933)
1934	S.A. Spargo constructed stables in The Postern (Construction & Real Estate Journal, 17/10/1934)
1935	J.Taylor’s bakery listed at 124 Edinburgh Rd (Wise’s NSW Post Office Commercial Directory)
early 1930s	Photographs of the shops show two-storey rear wings added (Hermann Junge photos courtesy WBG Society)
1943	Aerial photograph shows 4 shops with rear wings, a small addition at the east end and a separate building at the rear (Department of Main Roads 1943 photos via SixMaps)



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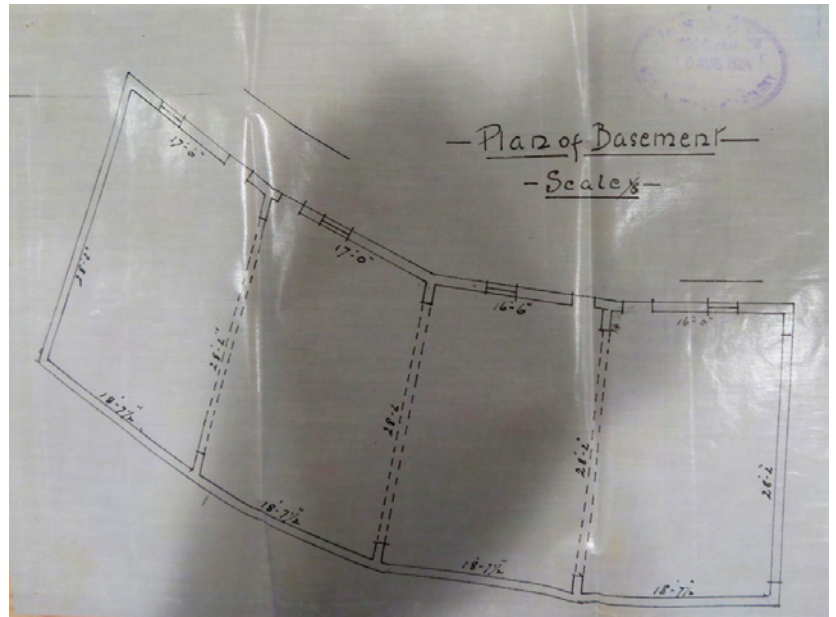
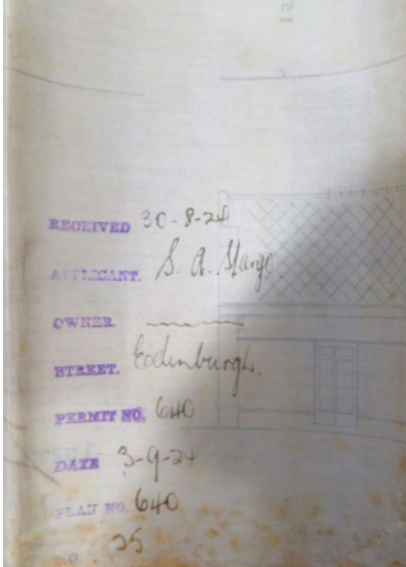
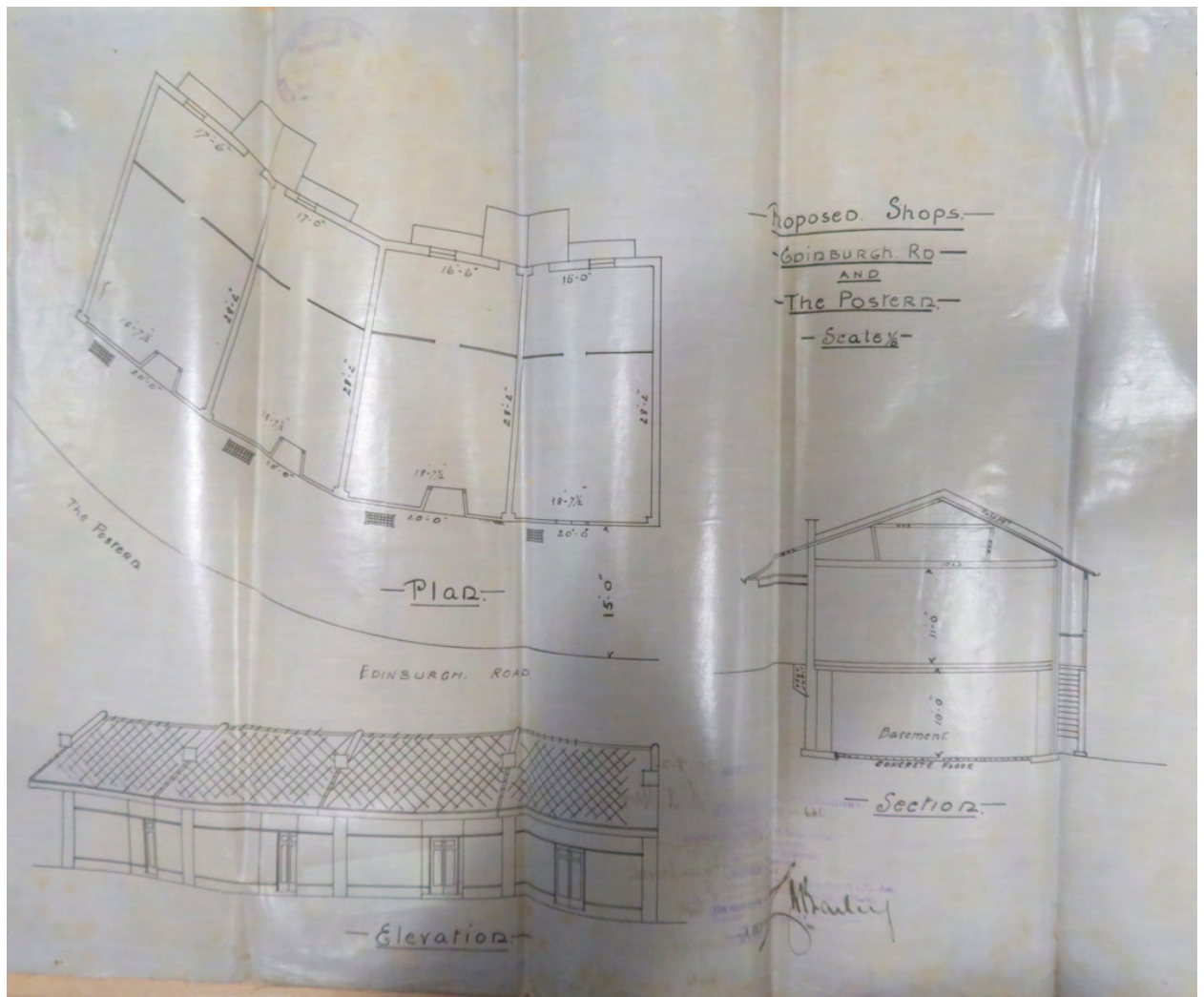


Figure 2.2 BA 1924/640 Application by S.A. Spargo to erect four shops on the corner of Edinburgh Road & The Postern. 2.2A (left): Council receipt & approval stamp on drawing rear; 2.2B (above): Plan of Basement, 2.2C (below): Plan, Elevation & Section
Source: Willoughby City Council (photographed by Robertson & Hindmarsh Pty Ltd, 2019)





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14/4/1958	K.W.Thomas lodged a Building Application for “alterations” to the shops (BA 1958/270)
29/4/1958	Building Permit 270 issued for alterations (BA 1958/270)
10/2/1959	R. Munkman lodged a Building Application for “additions” to the shops (BA 1959/92)
	Note that the drawings in the property file were prepared for K.W.Thomas and not the applicant (Willoughby Council's property file - 120 Edinburgh Rd)
19/2/1959	Building Permit 92 issued for additions to shops (BA 1959/92)
1972	Part of the Basement of the shops converted to a Bistro (Willoughby Council's property file - 120 Edinburgh Rd)
1972	Supermarket within the shops reduced in size (Willoughby Council's property file - 120 Edinburgh Rd)
1977	Site resubdivided into two lots with the shops on one lot (Lot 1 DP 591269) and the squash courts on the other (Lot 2 DP 591269)
1991	Major alterations to the shops. Note, supermarket no longer extant. (Willoughby Council's property file - 120 Edinburgh Rd)

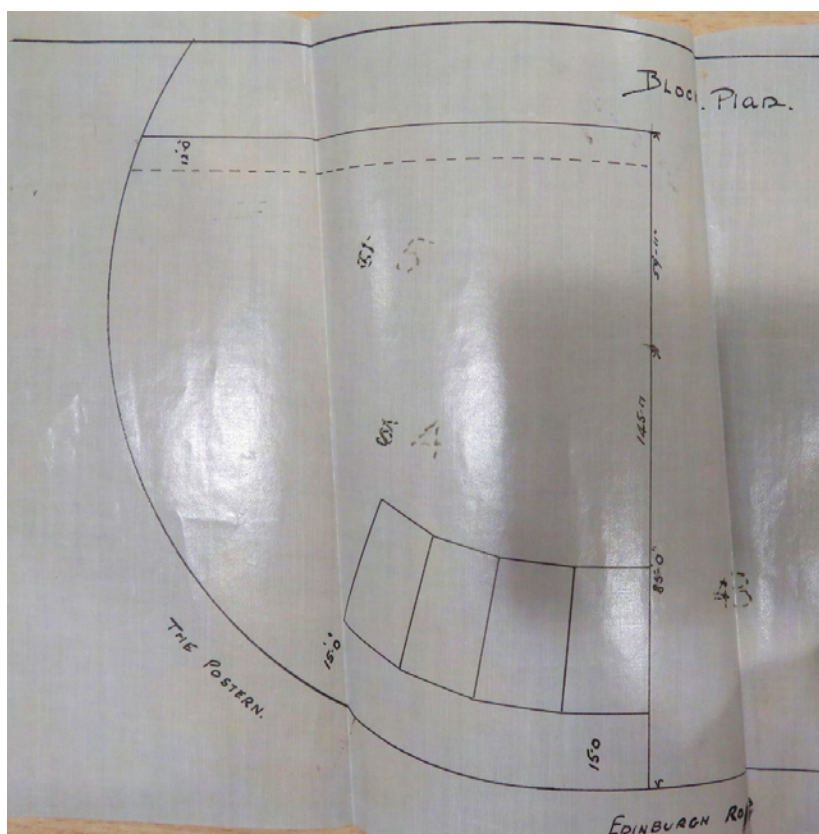


Figure 2.2D BA 1924/640 Application by S.A. Spargo to erect four shops on the corner of Edinburgh Road & The Postern: Block Plan
Source: Willoughby City Council (photographed by Robertson & Hindmarsh Pty Ltd, 2019)



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Figure 2.3 Photograph of the small Griffin-designed building containing two shops in the "Castlecrag Shopping Centre"
Source: National Library of Australia, Nicholls Collection,
PIC/9929/2053 LOC Cold Store PIC NICH



Figure 2.4 Photograph of the small building containing two Griffin-designed shops in the "Castlecrag Shopping Centre" depicted in the Castlecrag Album published by the Greater Sydney Development Association, nd (c.1925-27)
Courtesy:Walter Burley Griffin Society Inc

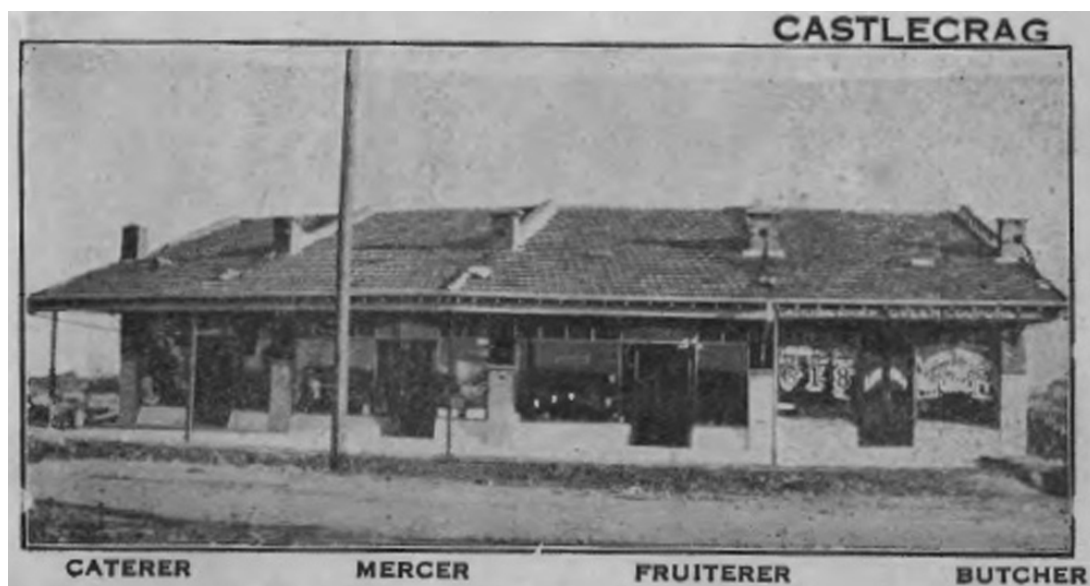
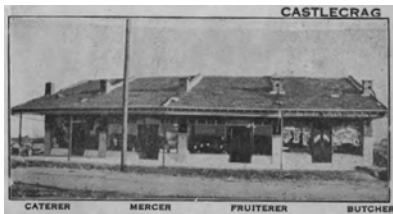


Figure 2.5 Photograph of the building containing the four subject shops in the "Castlecrag Shopping Centre" depicted in the Castlecrag Album published by the Greater Sydney Development Association, nd (c.1925-27)
Courtesy:Walter Burley Griffin Society Inc



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2.2 OUTLINE HISTORY

2.2.1 INTRODUCTION

A 2 chains to 1" scale map in the Local Studies section of the Willoughby City Library, entitled "Castlecrag and Haven Estates" and prepared by the Castlecrag Protection & Development Association with the date "25.6.46 : 1.4.48" (Figure 2.1) lists the lot numbers in the Castlecrag and Haven Estates, the height limits on each block of land, whether the land had been sold and whether a house had been erected on the land. The map indicates a two storey height limit on the site of the shops.

The "Griffin Centre" shops (originally housing a Caterer, Mercer, Fruiterer & Butcher) are located on what were Lots 3 & 4 and the separate pair of shops (originally containing the GSDA Association Office and a Grocer shop) were located on Lot 2 (according to the title block on the drawing of the pair of shops in the Willoughby Library Local Studies collection). The Willoughby Library collection does not possess a drawing of the "Griffin Centre" shops but does possess an unsigned and undated drawing of the Association Office & Grocer shop.

2.2.2 CONSTRUCTION OF THE FIRST FOUR "GRIFFIN CENTRE" SHOPS

On 30 August 1924 S.A. Spargo lodged a Building Application (No. 640) with Willoughby Municipal Council. The application documents remaining in Willoughby City Council's files comprise a five page specification, an original drawing on linen depicting a plan, elevation and section (all to 1/8" to a foot scale), a small linen drawing with a "Block Plan" and another small linen drawing with a "Plan of Basement". None of the documents contain an architect's or owner's name. As S.A. Spargo had trained (by correspondence) as an architect and was both the applicant for the application and owner of the land, it is almost certain that the building was designed and drawn by Spargo. Neither the drawing style nor the hand lettering on the drawing match that on any of the Griffins' drawings and so the Griffins can be discounted as being the architects for the building. Moreover, the drawing and lettering styles on the drawings are extremely crude and this indicates that the author of the drawing was not an experienced architect.

Whilst Griffin did not design the shops, he would have approved the design and drawings of the shops as the Vendor's Architect. The Greater Sydney Development Association Ltd's Castlecrag Contract and Conditions of Sale (in the Special Conditions) states:

(c) Any house, building or erection on any lot or part of any lot shall be of stone and/or concrete and/or brickwork or other such material as may be approved by the Vendors' Architect, and no shop shall be erected on any lot except lots 1 to 6 inclusive.

(d) Only one main building shall be erected on each lot, excepting lots 1 to 6 inclusive (shop sites), and in order to safe guard the general high-class residential character of the land being sold by the Vendors, the plans of any and every proposed building or erection shall be subject to the approval of the Vendors, and no construction shall be undertaken without such approval first obtained.

The Plan on the main drawing sheet depicts four trapezoidal shops, each comprising one room divided into a shop area and a rear area by what appears to be a partition. The shops are set back from the front boundary 15' and there appear to be small rectangles



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Table 2.1 - Willoughby Municipal Council Building Applications regarding the shops

Application date	Street no.	Street	Lot Nos.	Applicant	Owner	Type	Permit No.	Permit date
30 Aug 1924	-	Edinburgh Rd	Lot 4	S.A. Spargo	S.A. Spargo	Erect 4 shops	640	3 Sept 1924
14 April 1958	120-124	Edinburgh Rd	Cnr Lot 4	K.W.Thomas	K.W.Thomas	Alterations	270	29 April 1958
10 Feb 1959	120-126	Edinburgh Rd	Cnr Lot 4	R. Munkman	K.W.Thomas	Additions	92	19 Feb 1959

of pavement lights set into the footpath in front of the shop (perhaps in order to better illuminate the Basement level). The small drawing sheet containing the Basement Plan does not show the front boundary but the dimensions of the dividing walls between each shop are the same on both the Ground Floor and Basement Plans, indicating that the Basement area was not set closer to the front boundary than the Ground Floor. However, there are no light wells indicating any connection between the pavement lights depicted on the main floor plan and the basement area. The basement area is depicted as one large space but with four doors and four windows in the rear wall (suggesting that the space could be subdivided in the future) and nib walls with the walls above dotted (and presumably supported on steel RSJs). Neither plan has the shop or basement spaces labelled and so the uses cannot be determined (ie there is no indication that the basement area was intended to be a Bakery) and there was also no direct connection between the shops above and the basement area below which would have indicated that the basement areas were to be used in connection with the shops above. In the absence of other documentation, it is not possible to ascertain if the shops were built as documented in these drawings.

The specification accompanying the Application specifies an Earth Closet but no facilities are shown on the plans. However, the 1943 aerial photograph shows four small square buildings to the rear of the shops which would have been outhouses. Metal frames are specified for the shop windows and these are clearly visible on the photograph of the shops contained in the *Castlecrag Album*.

No public tenders for the construction of the shops have been uncovered. This is explained by the owner of the property undertaking the building works himself. The *Daily Telegraph* (3 December 1924, p.6) stated under the section of “Building Activity – Works Commenced” that S.A. Spargo had commenced work on “four lock-up shops in The Postern”. In February 1925, an article in *The Sun* on the development of Castlecrag noted that “the bricks have arrived on the estate for the erection of five new shops ...” which contradicts the Council approval to erect four shops. It has been speculated that the fifth shop may have been the Bakery beneath the shops.

By February 1926 Spargo was advertising a “cantilever awning for sale” (*Sydney Morning Herald* 3 Feb 1926). Spargo’s contact address was given as “The Parapet, Castle Craig [sic]”. It is possible that the awning was a reject from the construction of the shops but there is no other documentary evidence to support this hypothesis and the Building Application drawings are extremely vague regarding the construction of the cantilevered awning over the shopfronts.



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The four ("Griffin Centre") shops and the separate Association office shop building were included in a c.1925 Greater Sydney Development Association (GSDA) album of views around Castlecrag (the *Castlecrag Album*), produced to promote the area to prospective buyers. The buildings are also clearly shown in the 1943 Department of Main Roads aerial photograph of the area. The 1943 photograph indicates that the shops had been extended with the addition of rear wings and a small addition at the lower ground level at the eastern end. The photograph also shows a small separate building to the rear of the extended shops. Undated (but assumed to be late 1920s/1930s) photographs from the paddocks of the dairy show the shops from the rear. Griffin's pair of shops remains in a similar profile to that shown in the earlier photographs but the Spargo-designed shops are shown with their two-storey rear wings.

2.2.3 SYDNEY ARKELL SPARGO

Sydney Arkell Spargo was the third son of Captain William Spargo of Auckland, New Zealand and Martha Spargo (née Swaine) of Thirroul, NSW. S.A. Spargo was living in Sydney by 1910. His place of birth is unknown but was possibly Auckland. The family was probably of Cornish origin.

S.A. Spargo studied architectural drawing by correspondence and by 1910 was working as an architect in Rockdale. Works from 1910-1912 were largely cottages in Rockdale but by 1913, he was tendering for the erection of cottages in Willoughby. By 1919 he was working almost entirely on the North Shore.

S.A. Spargo worked as a builder from c.1913 until c.1933, including erecting bungalows for sale (ie speculative constructions not for a specific client). He never registered as an architect. His brother R.J. Spargo was also a builder and built houses initially in the Rockdale area.

S.A. Spargo was living at Baringa Road, North Sydney [ie Northbridge] in 1916. He lived in Northbridge for a number of years from 1920 and was a Justice of the Peace. He lived in numerous houses which indicates that he lived in his speculative houses until they were sold (eg Baringa Road first, then Dalkeith Street).

He was a founding member of the Castlecrag Progress Association. In late October 1925 a meeting of about 20 of Castlecrag's "leading residents" was held at the home of "W. Burley Griffin for the purpose of forming a Progress Association". S.A. Spargo was elected secretary ("pro tem.") and Mr Herbert was elected President ("pro tem.") of the Castlecrag Progress Association. "The objects of this association will be to endeavour to obtain the establishment of a kindergarten at Castlecrag, a post office, more money for roads, and the proposed railway from St. Leonards to Narrabeen, through Castlecrag, in order to serve the rapidly-growing district with fast transport." (*Sunday Times*, 1 November 1925, p.4).

The first meeting of the Castlecrag Progress Association was held in the basement of the Castlecrag shops at 8pm on 10 November 1925 where the Constitution of the Association was agreed and minuted. The Executive and Committee members were also elected; President Mr E.W. Herbert, Vice-Presidents Mr Felstead & Mr May, Secretary Mr S.A. Spargo, Assistant Secretary Mr A. Mitchell, Treasurer Mr S. Simmons. The Committee members were Messrs Griffin, Solomon, Grant, Hudson, Carrington, Fisher and Taylor. Spargo was minuted attending most of the meetings of the Association.



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Figure 2.6 Photograph of the Griffin-designed shops (left) and the Spargo-designed shops (centre) viewed from Warner's Dairy which lay south of Edinburgh Road. Photograph by Hermann Junge, nd (c.1920s/1930s)
Courtesy: Walter Burley Griffin Society Inc



Figure 2.7 Photograph of the Spargo-designed shops (left) and one of the first houses in The Postern (right) viewed from Warner's Dairy which lay south of Edinburgh Road. Photograph by Hermann Junge, nd (c.1920s/1930s)
Courtesy: Walter Burley Griffin Society Inc



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Figure 2.8 Photograph
(looking east) of the rear
wings of the Spargo-design
shops (left) and one of the
first houses in The Postern
(right). Photograph by
Hermann Junge, nd (c.1920
s/1930s)
Courtesy:Walter Burley
Griffin Society Inc



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Figure 2.9 Aerial photograph, 1943 showing the Spargo-designed shops with rear and east extensions, a small rectangular building in the rear yards, and four small square structures that were probably outhouses.

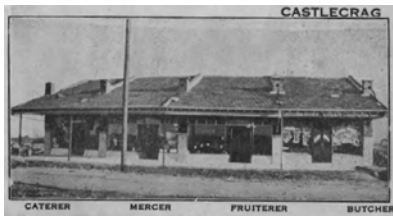
Source: Six Maps, 1943 Department of Main Roads photograph with overlay of current site boundaries

Spargo erected or altered a number of buildings at Castlecrag, particularly in The Postern. He lived in North Sydney again in the early 1930s and was still working as a builder. By the late 1930s he was a grazier at "Fairlight", Mulgoa, a property that his son had been running or owned. This property seems to have been sold after World War 2.

Sydney Arkell Spargo died in 1961 at Chatswood. His wife Constance, whom he had married in Bulli in 1913, had died in 1934. They had one son Frederick Arkell Spargo, born 1916 at North Sydney. F.A. Spargo entered Sydney Church of England Grammar School (Shore) in Term 1 of 1932 (SCEGS, *The Torchbearer*, December 1932). There were possibly other children.

2.2.4 OCCUPANTS OF THE SHOPS

Sands Directory lists the occupants of the south side of Edinburgh Road from Windsor Road to The Parapet from 1925 until 1932-33 (when *Sands Directory* ceased publication due to the Great Depression) (Table 2.2). All the listings in *Sands Directory* for Edinburgh Road start at the west end of the street and move from west to east along the south side of the street. Because of the lack of street numbers it is not certain which buildings are being listed (eg the two shops designed by Griffin or the four shops designed by Spargo). However, the 1928 Rates Book for Willoughby Municipal Council lists Mrs Lily May Simmons as the ratepayer for Lot 2, the site of the two Griffin-designed shops. This entry is crossed out and the Greater Sydney Development Association Ltd is written in. No date is



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given for this amendment. This entry indicates that the *Sands Directory* entry for “Simmons, S.H., Supply Store” applies to the Griffin-designed shops and not the four Spargo-designed shops. The c.1925 photograph of the shops (Figure 2.4) lists a Grocer as the occupant of the westernmost shop of the two and this was probably the Simmons' shop. It is worth noting that the Association Office in the easternmost shop of the same photograph was probably a temporary display as the *Sands Directory* never lists it as an occupant but it does list the Castlecrag Estate Office to the east of The Parapet from 1925 (inclusive) onwards.

Note that there is no mention of a Bakery in any of the *Sands Directory* listings up to the cessation of publication in 1932 and *Wise's NSW Post Office Commercial Directory* does not list J.Taylor's bakery in the premises until the 1935 edition which would indicate the bakery was established between 1932 and 1935.

2.2.5 LATER WORKS ON THE “GRIFFIN CENTRE” SHOPS

In 1932 a construction activity notice in the *Construction and Real Estate Journal* (28 Dec 1932) stated that Mr Spargo of 97 Ridge Street, North Sydney, was altering premises in Castlecrag into a “Bake-house”. In 1933 a second construction activity notice in the *Construction and Real Estate Journal* (12 July 1933, p.2) stated that S. Spargo of 38 Crows Nest Road, North Sydney, was constructing a “Bakehouse, Edinburgh Rd”. No value of the building work was given. It is not clear if this notice is a notice for the construction of a new bakery within the basement of the existing building or alterations to an existing bakehouse that might have been in existence prior to 1932 (ie the “fifth” shop mentioned in the 1925 article on development at the Castlecrag estate). Edgar Deans, who moved with his young family from Melbourne to Castlecrag in 1932, stated in an interview in 1988 that “When we arrived here, the bakery at Castlecrag was still cutting Casuarina trees for making bread”. The word “still” has been taken to mean that the bakery had been there baking bread for some years prior to 1932 (Deans, Edgar & Duncan, Frank, *Memories of Early Castlecrag*, transcription from videotaped interview, 1988, p.2).

The undated circa 1920s/1930s photographs (Figures 2.6-2.8) and the 1943 aerial photograph (Figure 2.9) confirm that the original simple lock-up shops had been extended with the addition of rear wings and a small addition at the eastern end. The cast iron front of a baker's oven remains at the eastern end of the south wall of the current Basement level liquor store. The maker's name (“W.J. Amos, Oven Building, Willoughby, Sydney”) and a dial numbered 1 to 12 (perhaps a temperature gauge similar to the old gas number gauges) remain visible on the oven front. The W.J. Amos factory was located at 473 Willoughby Road, Willoughby and manufactured bakers ovens in the interwar period. The factory building no longer exists.

In 1934 another construction activity notice in the *Construction and Real Estate Journal* (17 October 1934, p.2) stated that S. Spargo of 97 Ridge Street, North Sydney was constructing “Brick Stables, The Postern”. Again, no value of the building work was given and no precise address in The Postern was given. The 1943 aerial photograph shows a rectangular building to the south of the extended shops and this may be the 1934 stables building. However, the same photograph shows a dirt roadway leading from The Postern to the small addition at the eastern end of the building, indicating that cart and/or motor traffic frequently used this route to access the lower level of the shops (perhaps to access the Bakery?) and there is no such well-worn drive or road to the building to the rear of the shops.



“GRIFFIN CENTRE” SHOPS
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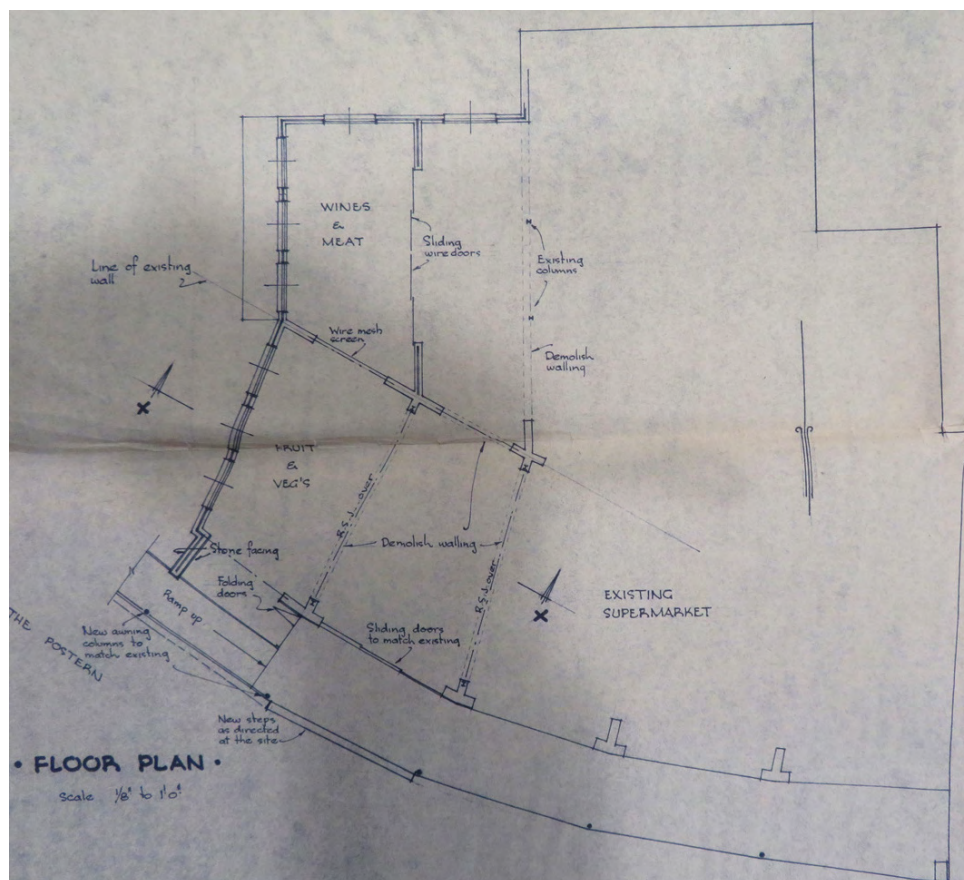


Figure 2.10 BA 1959/92 Application by R. Munkman for additions to the shops: Floor Plan by architect, John M. Wilson & Associates for owner, K.W.Thomas. Source: Willoughby City Council (photographed by Robertson & Hindmarsh Pty Ltd, 2019)

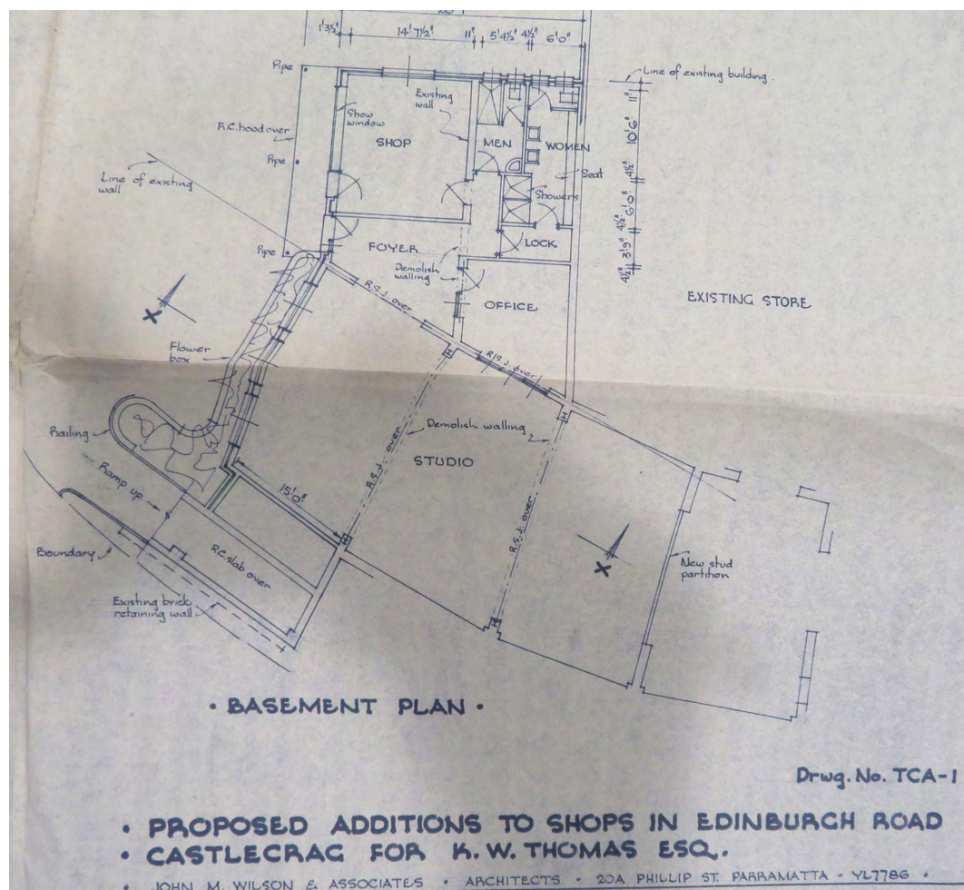


Figure 2.11 BA 1959/92 Application by R. Munkman for additions to the shops: Basement Plan by architect, John M. Wilson & Associates for owner K.W.Thomas. Source: Willoughby City Council (photographed by Robertson & Hindmarsh Pty Ltd, 2019)



“GRIFFIN CENTRE” SHOPS
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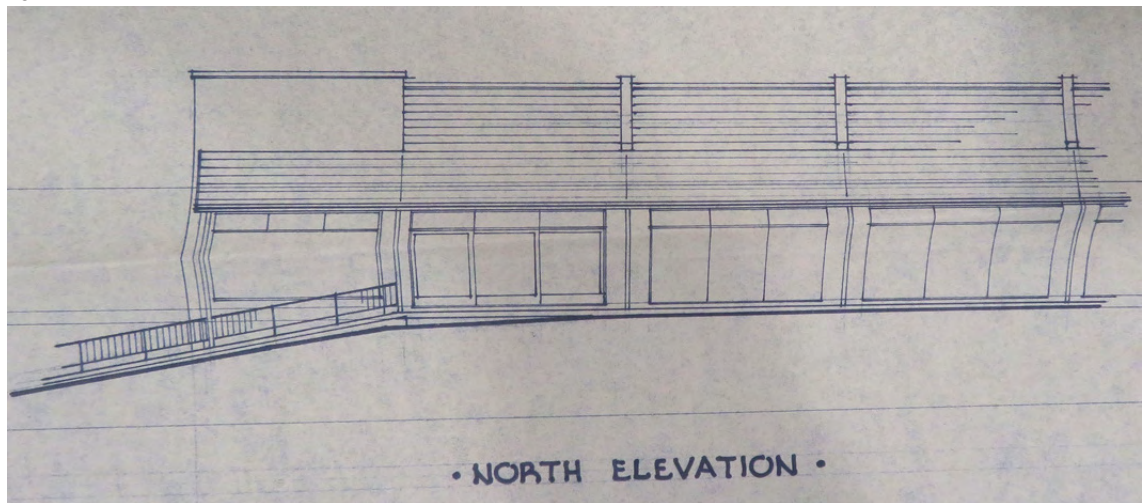


Figure 2.12 BA 1959/92 Application by R. Munkman for additions to the shops: North Elevation by architect, John M. Wilson & Associates for owner K.W. Thomas.

Source: Willoughby City Council (photographed by Robertson & Hindmarsh Pty Ltd, 2019)

In 1958 a Building Application (270/1958) was made to convert at least three of the four shops into a supermarket and part of the Lower Ground Floor into amenities for the supermarket staff. The extent of works cannot be verified as the 1958 Building Application documents could not be found by Willoughby City Council, despite the drawings appearing on Council's list of extant documents. The owner and applicant is listed as K.W. Thomas (Willoughby City Library BA Register) but Thomas' daughter, Ms Elizabeth Lander, confirmed that Thomas had no commercial interest in the establishment or operation of the supermarket but was merely the landlord (personal communication April 2019). It has also been stated that architect, Christian Sorensen was the architect for the supermarket as well as the squash court building behind the shops. However, Christian Sorensen's son, Mr Peter Sorensen, has stated that that was not the case and that Sorensen was only the architect for the new squash court building (personal communication April 2019). Whilst the 1958 supermarket BA plans could not be found, the later 1959 plans for additions to the supermarket indicate that the supermarket occupied all four of the shops. However, later plans in 1974 indicate that the supermarket encompassed a greengrocer and a butcher that were accessible from within the supermarket and it could be perceived that the supermarket did not occupy all four/five shops.

The 1959 alterations and additions to the building (for K.W. Thomas) involved the expansion of the supermarket into the fourth shop and the addition of a fifth shop at the east end. The Lower Ground Floor contained the amenities for the supermarket staff as well as a space labelled "Studio". The majority of the remaining part of the Lower Ground Floor was noted as a "Wine & Spirit Shop". The architect for the work was John M. Wilson & Associates, 20A Phillip St, Parramatta (Willoughby Council Property File 120 Edinburgh Rd, Castlecrag).

In 1972 or 1974, part of the basement was converted into a bistro. The remainder of the basement remained as the wine & spirit shop. The works were for Anton Gauci-Maistre by architect P.I. & M.C. McClelland, 107 Neerim Road, Castlecrag. In 1980 the bistro kitchen was extended to a design by Project International (Willoughby Council Property File 120 Edinburgh Rd, Castlecrag).



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Table 2.2 - Occupants of the south side of Edinburgh Road westwards from Windsor Road to The Parapet listed in *Sands Directory*

Occupant	Business
1920	
Sefton, Robert "Windsor"	
Warner, J.	Dairy
1921	
Murphy, John "Windsor"	
Warner, J.	Dairy
1922	
Murphy, John "Windsor"	
Warner, J.	Dairy
1923	
Murphy, John	
Dawson, Arthur	
1924	
Warner, J.H.	Dairy
Simmons, S.H.	Supply store
1925	
Murphy, John	
Warner, J.H.	Dairy
Simmons, S.H.	Supply store
1926	
Murphy, John	
Warner, J.H.	Dairy
Simmons, S.H.	Supply store
Molloy, J.T.	Butcher
1927	
Murphy, John	
Warner, J.H.	Dairy
Hannaford, A.J.	
Simmons, S.H.	Supply store
Davis, R.	Butcher
Solomon, L.	Greengrocer
Hathaway J.D.	Estate Agent
1928	
Murphy, John	
Warner, J.H.	Dairy
Hannaford, A.J.	
Cox, L.A.	Supply store
Biggs (Higgs?) Fred O.	Architect
Davis, R.	Butcher
Solomon, L.	Greengrocer
1929	
Murphy, John	
Warner, J.H.	Dairy



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Occupant	Business
Hannaford, A.J.	
Davis, R.	Butcher
Solomon, L.	Greengrocer
Government Savings Bank	Bank agency
1930	
Murphy, John	
Warner, J.H.	Dairy
Hannaford, A.J.	
Davis, R.	Butcher
Hodges, Harry B.	Mixed business
Government Savings Bank	Bank agency
1931	
Murphy, John	
Warner, J.H.	Dairy
Darlington, J.	
Potts, Walter E. senr	Butcher
Hodges, Harry B.	Mixed business
Government Savings Bank	Bank agency
1932-33	
Murphy, John	
Warner, J.H.	Dairy
Parsons, Wm H.V.	
114 Hale, A.G.	Store
Potts, Walter E. senr	Butcher
Hodges, Harry B.	Mixed business

Also in 1972 or 1974, the supermarket contracted into the two original central shops with the western shop being designated as a new butcher's shop opening into the smaller supermarket. The eastern fourth shop and later fifth shop were sub-divided so that only the front part (designated a greengrocer) still opened into the smaller supermarket. The rear of the fourth shop and the later fifth shop were combined to form a new separate shop (use to be determined later according to the plans). The architects were Pl. & M.C. McClelland, 181 High Street, Willoughby (Willoughby Council Property File 120 Edinburgh Rd, Castlecrag).

In 1981 a restaurant was designed for Shop 2 and an extension of the restaurant into Shop 2B, to a design by Jackson Design (Willoughby Council Property File 120 Edinburgh Rd, Castlecrag).

In 1991 major alterations were undertaken to the whole complex by architects, Noel Bell, Ridley Smith & Partners (NBRS). The alterations included the raising of the parapets between the shops, re-tiling the roof of the building facing Edinburgh Road in terra cotta tiles, removing the saw-tooth roof over the rear section of the building (over what had been the supermarket) and installing the current low-pitched metal roof, the extension of the eastern shop (a hairdressing salon) closer to Edinburgh Road, alterations to the verandah along the north side of the building involving the supporting posts as well as the design of the fascia, etc. In 1994 NBRS designed a free-standing sign for the “Griffin Centre” (Willoughby Council Property File 120 Edinburgh Rd, Castlecrag).



“GRIFFIN CENTRE” SHOPS
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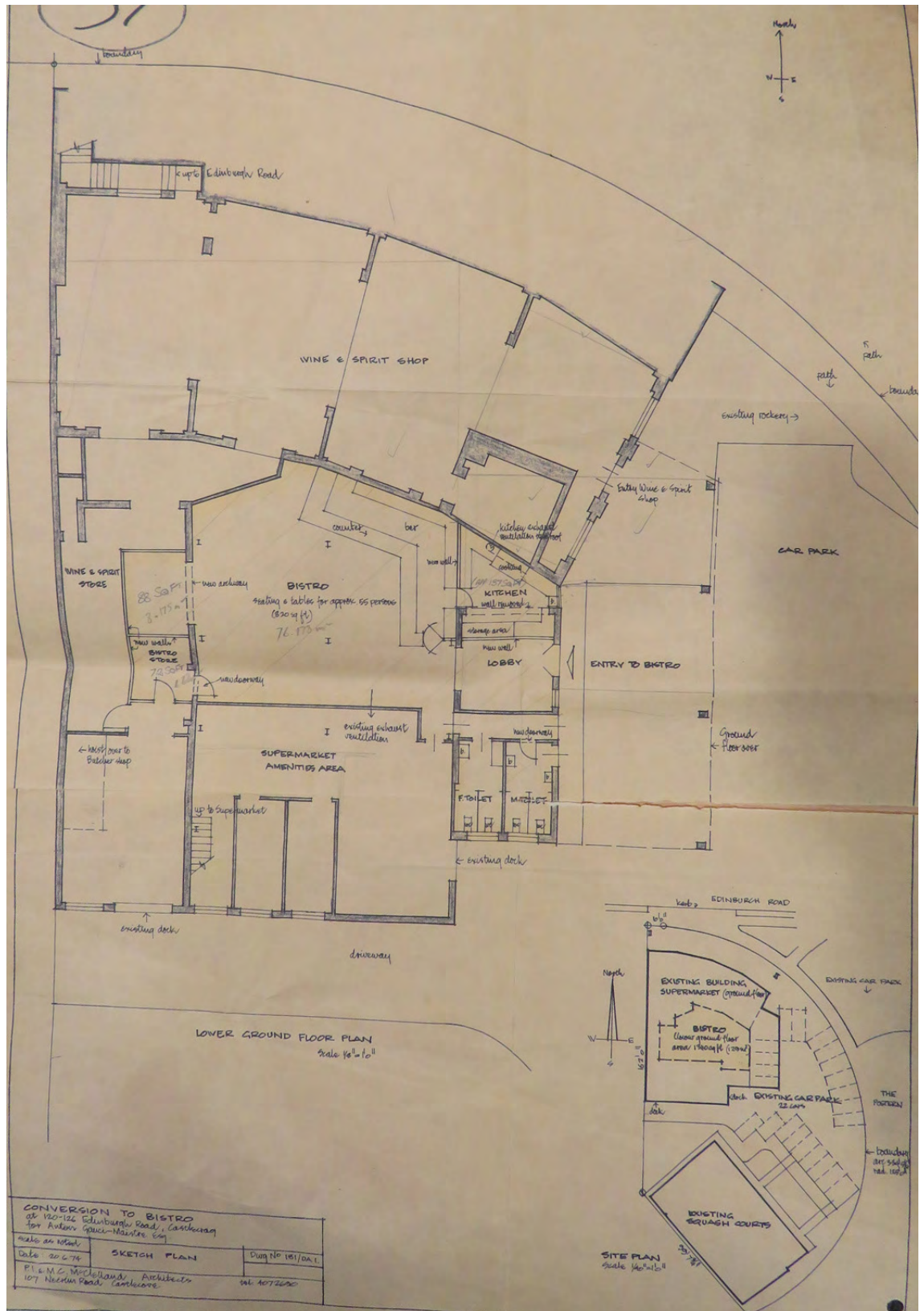


Figure 2.13 1974
Subdivision of the
Basement level into a
Bistro and amenities
for the supermarket
by architects, P.L. &
M.C. McClelland for
Chigwell Pty Ltd.
Source: Willoughby City
Council (photographed by
Robertson & Hindmarsh
Pty Ltd, 2019)



"GRIFFIN CENTRE" SHOPS
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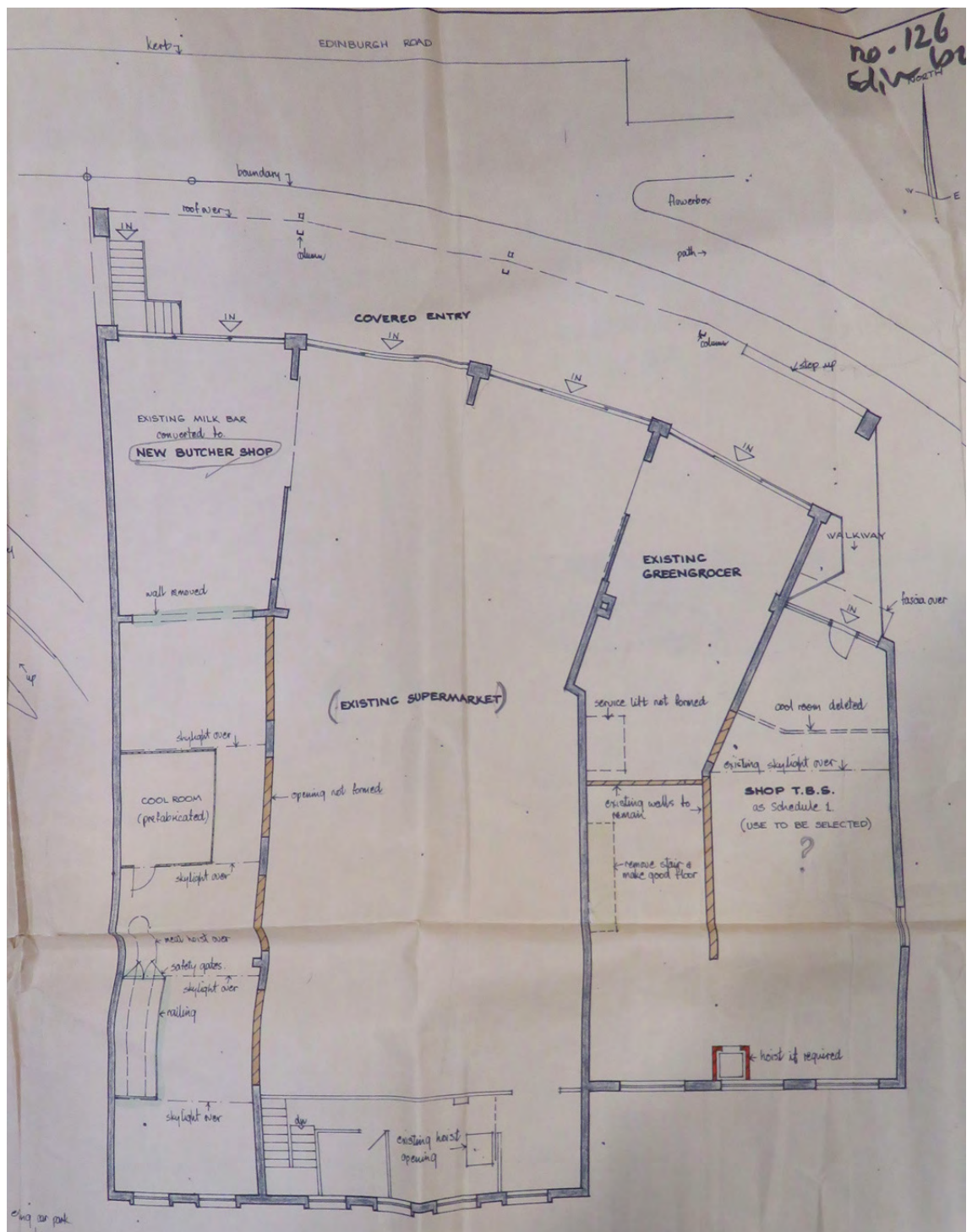
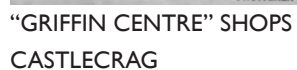


Figure 2.14 1972 Re-allocation [sic] of Retail Use by architects, Pl. & M.C. McClelland for Chigwell Pty Ltd. Source: Willoughby City Council (photographed by Robertson & Hindmarsh Pty Ltd, 2019)



Source: Willoughby City Council (photographed by Robertson & Hindmarsh Pty Ltd, 2019).

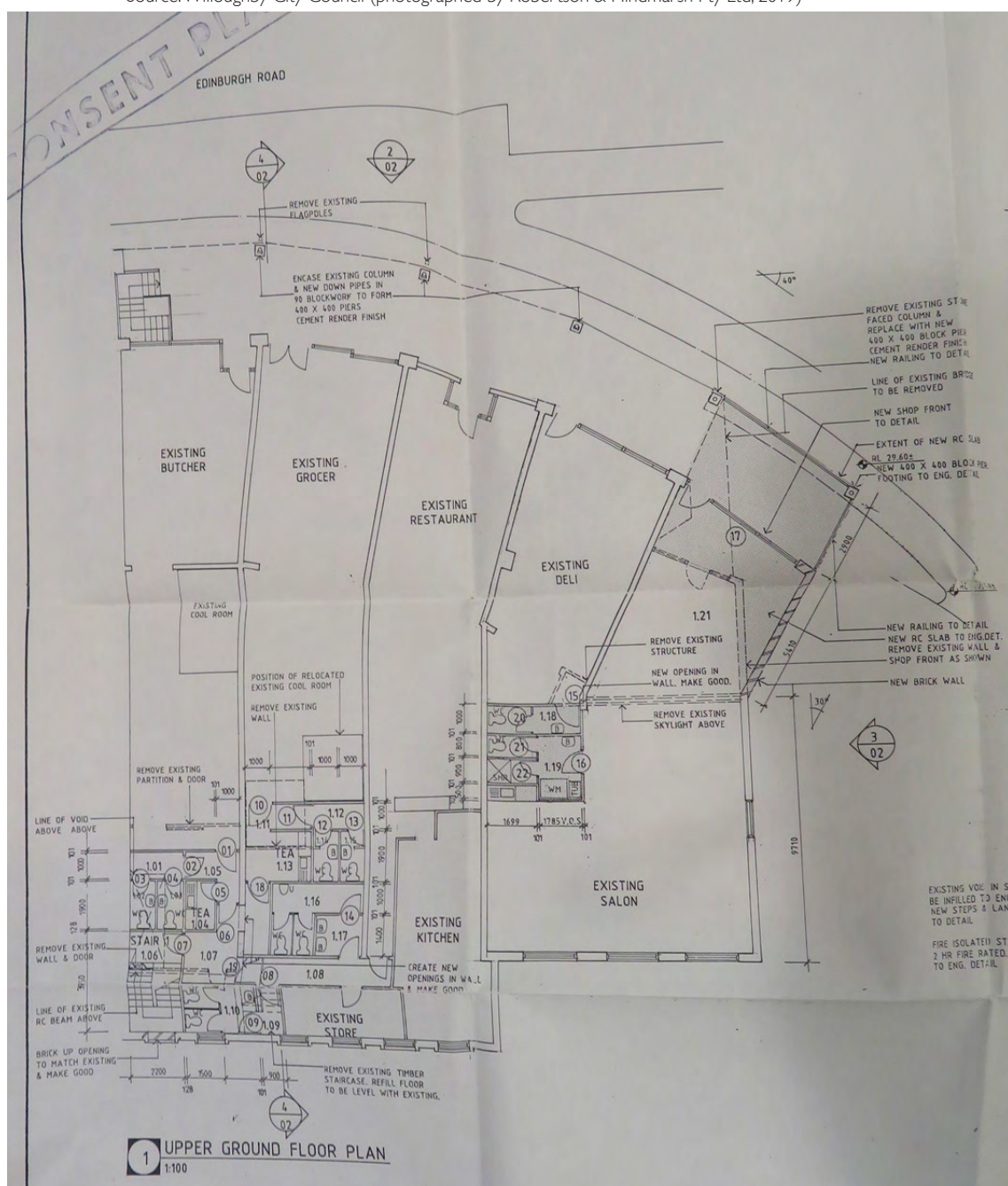




"GRIFFIN CENTRE" SHOPS
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Figure 2.16 1991 Alterations & Additions to The Griffin Centre, 122-126 Edinburgh Road, Castlecrag by architects, Noel Bell, Ridley Smith & Partners: Upper Ground Floor Plan.

Source: Willoughby City Council (photographed by Robertson & Hindmarsh Pty Ltd, 2019)

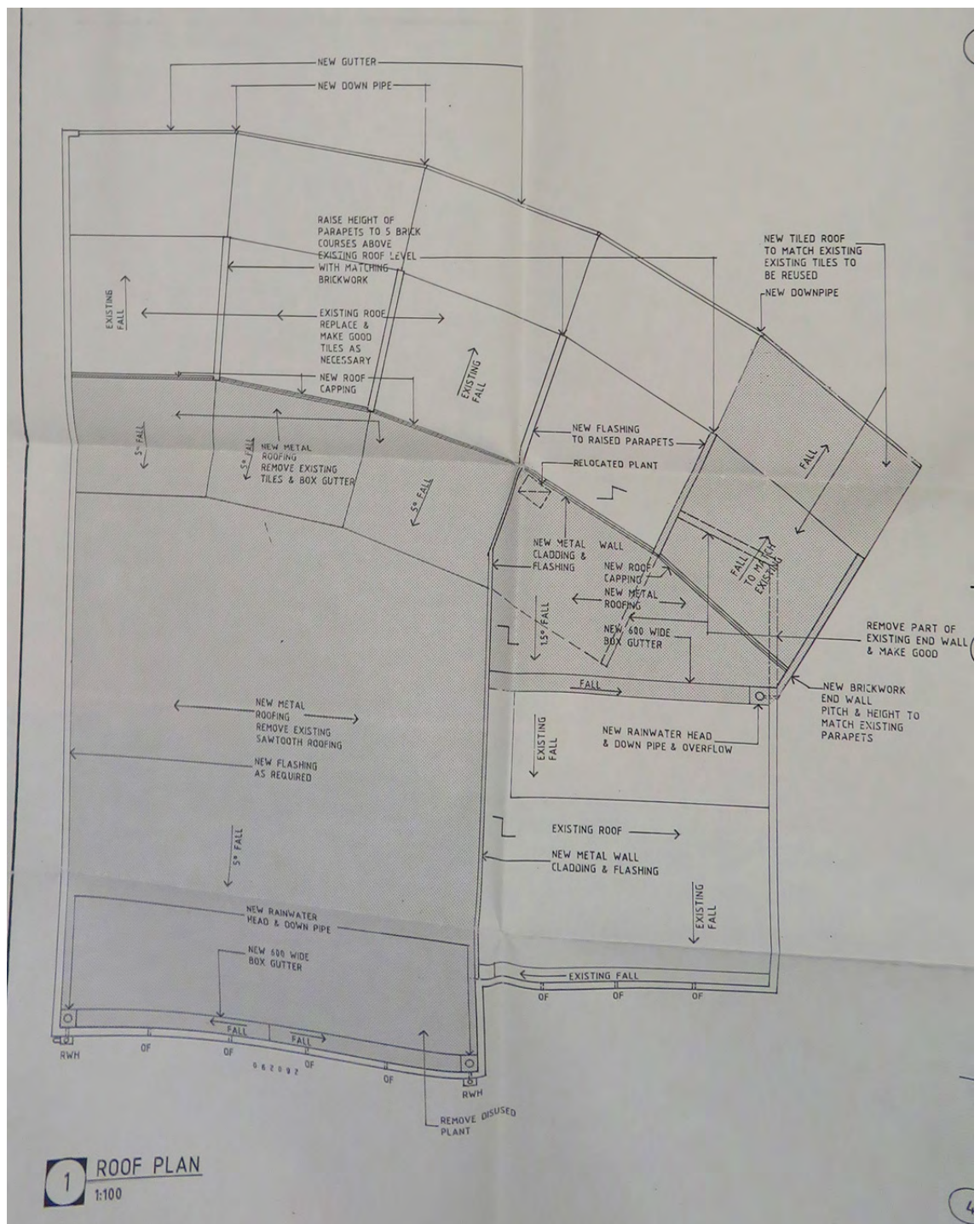




“GRIFFIN CENTRE” SHOPS
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Figure 2.17 1991 Alterations & Additions to The Griffin Centre, 122-126 Edinburgh Road, Castlecrag by architects, Noel Bell, Ridley Smith & Partners: Roof Plan.

Source: Willoughby City Council (photographed by Robertson & Hindmarsh Pty Ltd, 2019)





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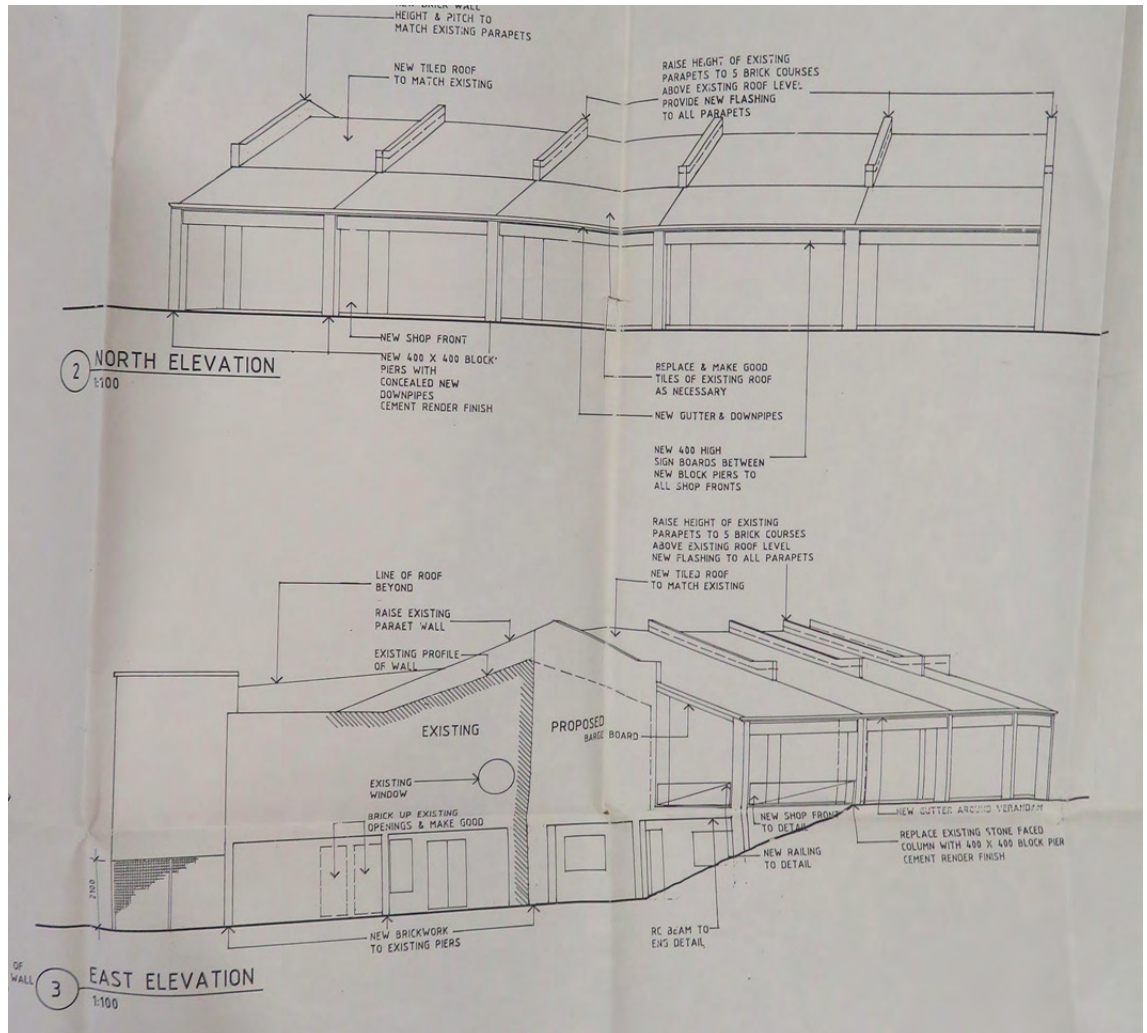


Figure 2.18 1991 Alterations & Additions to The Griffin Centre, 122-126 Edinburgh Road, Castlecrag by architects, Noel Bell, Ridley Smith & Partners: North & East Elevations.
Source: Willoughby City Council (photographed by Robertson & Hindmarsh Pty Ltd, 2019)

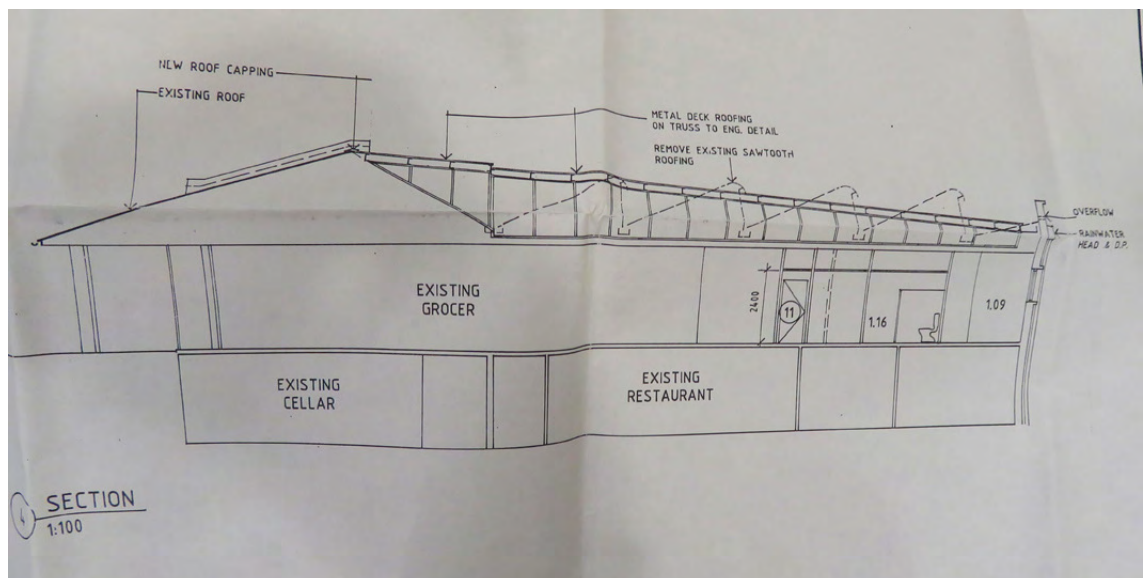


Figure 2.19 1991 Alterations & Additions to The Griffin Centre, 122-126 Edinburgh Road, Castlecrag by architects, Noel Bell, Ridley Smith & Partners: Section through Grocer's Shop.
Source: Willoughby City Council (photographed by Robertson & Hindmarsh Pty Ltd, 2019)



“GRIFFIN CENTRE” SHOPS
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Figure 3.1 View of the
“Griffin Centre” shops
from the north from
across Edinburgh Road.
Photo: Robertson &
Hindmarsh Pty Ltd, April
2019



Figure 3.2 Detail view of
the “Griffin Centre” shops
from the north.
Photo: Robertson &
Hindmarsh Pty Ltd, April
2019



"GRIFFIN CENTRE" SHOPS
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3.0 THE ARCHITECTURE OF THE BUILDING

3.1 THE GRIFFIN-DESIGNED SHOPS

The Local Studies section of the Willoughby Library contains the working drawing for the pair of stone shops constructed further west on Edinburgh Road on Lot 2 (originally designed as one office on the ground floor and a basement storage area beneath) that was intended to later become two shops. The drawing has no architect's name or signature, however, the drawing style and the layout of the title block are identical to others used by Griffin which also carry his signature.

3.2 A COMPARISON OF THE ARCHITECTURE OF THE GRIFFIN-DESIGNED SHOPS AND THE "GRIFFIN CENTRE" SHOPS

The photographs of the Spargo-designed ("Griffin Centre") shops and the Griffin-designed pair of stone shops contained in the c. 1925 brochure on Castlecrag permit a visual comparison of the completed design of the two different buildings.

The Griffin shops are constructed in stone with the awning over the footpath being cantilevered and the rafters being concealed with a sloping timber fascia. The brackets supporting the cantilever awning are sheeted-in so there are no exposed structural members. The shopfront glass window is broken up into a number of different sections with an elaborate timber frame and mullions. The roof is a tiled roof with stone parapets rising above the roof to provide fire separation from any future adjoining building. The building permit for the office building was 1922/7 dated 11/1/1922.

In contrast, the four original Spargo-designed "Griffin Centre" shops are constructed in brick with a traditional post-supported awning/verandah over the footpath. However, there appear to be chains from fixings in the "chimneys" at the street end of the parapet dividing walls that could be intended for a suspended awning. It is possible that the intention was to have a cantilevered awning similar to the Griffin-designed shops but the system failed, hence the thin posts supporting the awning. The rafter ends of the roof are exposed and the brick parapets appear to have chimneys at the termination of the parapets. The shopfronts comprise large sheets of (plate) glass with smaller sheets above door head height. The glass appears to be supported in brass mullions. The building permit for the shops was 1924/640 dated 3/9/1924.

The ensemble of the four shops is a much more traditional appearing building than the Griffin-designed shops and the building is certainly detailed differently to the Griffin-designed building. The overall form of the Spargo-designed shops is similar to the Griffin-designed shops. The difference in detailing indicates that the four shops were designed by an architect other than Griffin. The original Building Application plans confirm that the four shops of the "Griffin Centre" were drawn by a hand other than the Griffins'. The drafting and lettering styles on the drawings are amateurish when compared to Griffin's shops and the design of the four shops is more rudimentary. In contrast, the pair of Griffin-designed shops is beautifully drawn and lettered and the design is a mature design that is well-resolved.



"GRIFFIN CENTRE" SHOPS
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Figure 3.3 Exterior view of Castlecrag shops under construction, 1922

Source: National Library of Australia, Nicholls Collection,
PIC/9929/1776 LOC Album 1092/16



Figure 3.4 Shop, Lot 19 [not correct],
Castlecrag. Photograph of the small Griffin-
designed building containing two shops
in the "Castlecrag Shopping Centre", nd

Source: National Library of Australia, Nicholls
Collection,
PIC/9929/2053 LOC Cold Store PIC NICH



Figure 3.5 Shop Covecrag, nd [c.1922]

Source: National Library of Australia, Nicholls
Collection,
PIC/9929/3199 LOC Album 1092/25



Figure 3.6 Photograph of the
small Griffin-designed building.
"Shop Covecrag", nd [c.1922]

Source: National Library of Australia, Nicholls
Collection,
PIC/9929/3192 LOC Album 1092/25



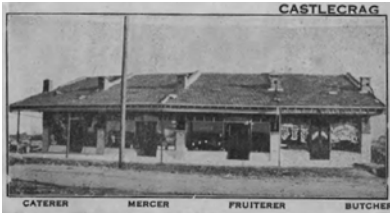
"GRIFFIN CENTRE" SHOPS
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Figure 3.7 View looking west under the post-supported awning of the "Griffin Centre" shops.
Photo: Robertson & Hindmarsh Pty Ltd, April 2019



Figure 3.8 View from the east looking at the east and south facades of the "Griffin Centre" shops.
Photo: Robertson & Hindmarsh Pty Ltd, April 2019





“GRIFFIN CENTRE” SHOPS
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4.0 CONCLUSION

The documentary evidence confirms that the architect for the “Griffin Centre” shops was the land’s owner and architect/builder, S.A. Spargo. The application was lodged by S.A. Spargo in 1924, and the building was constructed by S.A. Spargo in 1925. Spargo was the Secretary and active member of the Castlecrag Progress Association which met in the open basement area of the shops. The documentary evidence indicates that the Bakery was not constructed in the basement area of the shops until 1932/1933 and the first listing of a bakery was in 1935. The Bakery oven front is still in its original location in the current Basement Liquor Store. By the early 1930s, two-storey rear wings had been added to the shops although no drawings have been uncovered that document that work.

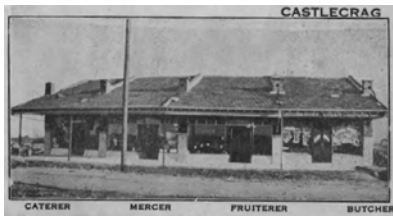
The four shops were converted to a supermarket in 1958 and the beginning of the fifth shop was added a year later in 1959 (to designs by architect, John M. Wilson). The fifth shop’s shopfront was moved northwards to its current (2019) location in 1991 (to designs by architects, Noel Bell, Ridley Smith & Partners).

The Basement Wine & Spirit Shop was shown on the 1972/74 drawings, but no documentary evidence has yet been uncovered to indicate the date of its commencement in that location. In 1972/74 the Basement was altered (to designs by architects, Pl. & M.C. McClelland) to accommodate a Bistro in addition to the then existing Wine & Spirit Shop and the amenities area for the supermarket staff. In 1991, major alterations to the fabric of the building were made which also changed the appearance of the building (to designs by architects, Noel Bell, Ridley Smith & Partners).

As the “Griffin Centre” shops lie within the original Castlecrag Estate their design would have been approved by Walter Burley Griffin as the Vendor’s Architect. The external form of the shops, in fact, follows that of the two shops designed by Griffin in late 1921 for the GSDA on Lot 2 (now no longer extant).

The existing altered group of shops does retain its original form of pitched tile roofs, projecting dividing parapets, and a fan-like crescent floor plan as it follows the curve of The Postern. Historically, they were an early component of the Castlecrag Estate community’s facilities and they maintain a visual link to the early days of the village shopping centre. The shops continue to be an important part of the Griffin Heritage Conservation Area and should be maintained in their current form, reflecting the building approved by Griffin as an essential part of the early community of Castlecrag.

The shops have undergone several campaigns of alterations (eg the removal and subsequent re-instatement of the walls between the original shops, the raising of the parapets, the renewal of the roof tiles, the replacement of the shopfronts, the replacement of the verandah supports and fascia detail, etc) but, despite these physical changes to the fabric, the original design (ie the height, form, bulk and scale) has been retained.



"GRIFFIN CENTRE" SHOPS
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Nicholls Collection, National Library of Australia

PRIMARY SOURCES:WILLOUGHBY CITY COUNCIL LIBRARY LOCAL STUDIES SECTION

Building Registers
Rate Books
Valuation Lists
Minutes of the Castlecrag Progress Association

PRIMARY SOURCES:WILLOUGHBY CITY COUNCIL

Building File, 120 Edinburgh Road, Castlecrag
Building Application 1924/640 (shops) (examined and photographed)
Building Application 1958/270 (shops) (BA could not be found by Willoughby Council)
Building Application 1958/756 (squash courts) (not examined)
Building Application 1959/92 (additions to shops) (examined and photographed)
Building Permit 1983/268 (alterations to squash courts) (not examined)

PRIMARY SOURCES:WALTER BURLEY GRIFFIN SOCIETY INCORPORATED

Greater Sydney Development Association Ltd, Castlecrag Contract and Conditions of Sale
Deposited Plan 591269
Photographs by Hermann Junge (undated but believed to be late 1920s/early 1930s)
Oral histories and recollections of Castlecrag residents

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Walker, M., Kabos, A. & Weirick, J., 1994, *Building for Nature: Walter Burley Griffin and Castlecrag*, Sydney: Walter Burley Griffin Society Incorporated

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Sands Directory, 1920-1933

Daily Telegraph, 3/12/1924

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Walter Burley Griffin Society Inc, *News Update* 69, March 2018

Castlecrag Progress Association, *Castlecrag Newsletter*, April 1959

Greater Sydney Development Association Ltd, nd, *Castlecrag Album*



"GRIFFIN CENTRE" SHOPS
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APPENDIX A

SYDNEY ARKELL SPARGO (?-1961)

Son of Captain William Spargo and Martha Spargo, Sydney Arkell Spargo was living in Sydney by 1910. His place of birth is unknown but was possibly Auckland. The family is probably of Cornish origin.

S.A. Spargo studied architecture by correspondence and by 1910 was working as an Architect in Rockdale. His works from 1910-1912 were largely cottages in Rockdale. By 1913, he was tendering for the erection of cottages in Willoughby.

S.A. Spargo worked as a builder from c. 1913 until c. 1933, including erecting bungalows for sale. He did not register as an architect but, by 1919 was working on the north side of Sydney Harbour. His brother, R.J. Spargo, was also a builder and built houses in the Rockdale area.

Spargo is listed as living at Baringa Road, North Sydney [Northbridge] in 1916. He lived in Northbridge for a number of years from 1920 and was a J.P. He lived in more than one residence (eg. Baringa Road first then Dalkeith Street, etc) which indicates he may have lived in his speculatively-built cottages before their sale.

He was a founding member of the Castlecrag Progress Association, being elected the "pro tem." Secretary in late November 1925 (Sunday Times 1 Nov 1925).

He erected or altered a number of buildings at Castlecrag, particularly in The Postern. He lived in North Sydney again in the early 1930s and was still working as a builder at that time. By the late 1930s he was a grazier at Fairlight, Mulgoa, a property that his son had been running or owned. This property seems to have been sold after World War 2.

Sydney Arkell Spargo died in 1961 at Chatswood. His wife, Constance, whom he had married in Bulli in 1913 had died in 1934. They had one son, Frederick Arkell Spargo, who was born in 1916 at North Sydney.

Family Notes:

The accidental death of S.A. Spargo's father, Captain Spargo, occurred in Auckland in 1907. Mrs Spargo lived in Manly for many years until her death. It is not known when she moved to Sydney.

Sydney Arkell Spargo was in Sydney by 1910. On August 13, at St Augustine's Bulli, Sydney Arkell Spargo, third son of the late Captain William Spargo of Auckland married Constance, second daughter of Mr J. Swaine of Fowlerfield, Thirroul (DT 20 Sept 1913). A son, Frederick Arkell Spargo, was born on 2 March 1916. F.A. Spargo entered Shore School in Term 1 1932 (SCEGS, The Torchbearer, Dec 1932).

St Malo at 97 Ridge Street was later the office of Spargo (but after the house had been sold in 1926) [St Malo Private Hospital by 1906-c.1919]

Sands Directory

1918: Spargo Sydney, Baringa Road Northbridge



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1925: Spargo, SA JP, Dalkeith Street, Northbridge

1930: Spargo SA, 38 Crows Nest Road, North Sydney

Newspaper references

1910: Architectural Drawing. Taught by correspondence by the Sydney School of Mechanical Drawing. List of those now in business as architects: S A Spargo, Rockdale, 369 Pitt Street (DT 13 August 1910).

1911: Rockdale, Erection of a Brick Cottage, Mr S.A. Spargo, Architect. Plans at Whitaker's Estate Agency (SMH 6 July 1911).

1913: Willoughby – Brick Cottage S.A. Spargo, Walker Street, North Sydney.

1915: Private contracts, builders or owners. Bexley, Erection of two cottages, Godwin Street, S.A. Spargo (Sun 1 Nov 1915).

1919: Tenders for Bricklaying, Victoria Road near Park, Waverley. Spargo, Builder (SMH 19 October 1919).

Three brick cottages in Rockdale – R.J. Spargo [ie his brother] (C&LG] 14 July 1919).

By 1919 he was working on the North Side (phone number: North 1073)
Price wants, 300 yards Plain Fibrous Sheets, supply sheets and fixing only
Also 3 cottages S.A. Spargo North 1073

1920: Northbridge. Erection of a Church of England Building. Plans with Mr S.A. Spargo, Sailor's Bay Road, Northbridge (SMH 24 March 1920).

Erection of a cottage, Bellambi Street, S.A. Spargo (Sun, 14 June 1920).

Erection of a cottage, Calbina Street, S.A. Spargo (Sun, 23 August 1920).

Northbridge, Cottage, Bellambi Street, S.A. Spargo, Sailor Bay Road, Northbridge (CLEJ 19 July 1920).

1921: Northbridge, A. Snap, 50 pounds deposit. Compact Brick Bungalow, Tiled Roof, 2 bed, living and breakfast rooms, hall, kitchenette, Fitted gas copper; stove, sink and tubs and ironing point, pantry, enamel bath, basin, cabinet, linen press, leadlight windows, extensive views, 1 minute train, land 60x140. Spargo Builder, Nth 1073, Sailor Bay Road Northbridge (SMH 8 June 1921).

Northbridge, Two Shops Sailor Bay Road, S.A. Spargo, Sailor Bay Road, Northbridge (CLEJ 10 November 1921).

1922-23: Northbridge, Brick cottage, Dalkeith Street, S.A. Spargo, Kitchener Street, Oatley (CLEJ 20 December 1922). Also listed in works commenced 21 Feb 1923.

1924: Neutral Bay, Harbour Side, Deposit 100 pounds, New Brick on Stone Tiles BUNGALOW, Commanding position, 4 rooms, kit., bathroom, bath, basin, nickel heaters &c. 2 verandas, land 50x185 Torrens 1150 pounds S. Spargo Dalkeith-Street, Northbridge, North 1073 (SMH 21 Mar 1924).

[Tenders accepted] Erection of three cottages Strathallen Avenue, S. Spargo (Sun 31 Mar



**"GRIFFIN CENTRE" SHOPS
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1924).

Brick Cottage, Crawford Street, Rockdale S. Spargo (DT 7 May 1924).

Rosa Street Cottage, S. Spargo (DT 3 Dec 1924).

The Postern, Four Lock Up Shops (DT 3 Dec 1924).

1925: Willoughby. Erection of a cottage Strathallen Street, S. Spargo (Sun 25 June 1925)
North Sydney. Cottage. Crows Nest Road, S. Spargo Chatswood (CLGJ 14 October 1925)

1926: Cantilever Awning for Sale. S.A. Spargo, The Parapet, Castle Craig [sic] (SMH 3 Feb 1926).

North Sydney. Eaton Street, Brick Cottage, S. Spargo (DT 1 September 1926)

1927: North Sydney. Eaton Street, 5 Brick flats, S. Spargo (DT 26 Jan 1927)

1928: Erection of two dwellings, the Postern, S. Spargo (Sun 18 June 1928).
North Sydney, Undercliffe Street, 4 flats, S. Spargo (DT 5 September 1928).

1929: North Sydney, Two flats, Bent Street, S. Spargo, (C&LEJ 24 April 1929).
Neutral and Kurraba Street, two flats, S.A. Spargo (DT 18 Sept 1929).

1932: Castlecrag, Alterations into Bake-house. Mr Spargo, 97 Ridge Street, North Sydney (CREJ 28 Dec 1932).

1933: Chatswood, Bakehouse, Edinburgh Road, S. Spargo, 38 Crows Nest Road, North Sydney (CREJ 12 July 1933).
Applications under the Real Property Act. No 29.890 Sydney Arkell Spargo, 14¼ perches including No 85 Undercliff Road, Neutral Bay.

1934: Castlecrag, Brick Stables, The Postern. S. Spargo, 97 Ridge Street, North Sydney (CREJ 17 October 1934).
Spargo Subdivision in Bent Street. Also alterations to 97 Ridge Street (Garage) (North Sydney Databases).

1950: Primary Application, Ryde (SRNSW)

1952: Real Property. No 37356 Sydney Arkell Spargo (land in Small Street and Regent Lane, Ryde). Also Primary Application

DT= Daily Telegraph

SMH= Sydney Morning Herald



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APPENDIX B

KENNETH ("KEN") WILLIAM THOMAS (1913-1997)

The following is an edited version of "Historic Local Legend Ken Thomas Founder of TNT" in the *Twin Towns Times*, 2016 (reprint of articles from May 2015).



Ken Thomas

Source: "Historic Local Legend Ken Thomas Founder of TNT" in the *Twin Towns Times*, 2016 (reprint of articles from May 2015)

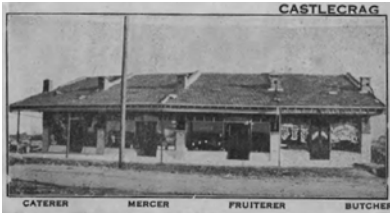
Kenneth William Thomas was born on the 15th of June, 1913, in Murrumburrah to parents Arthur "Gart" & Elizabeth Thomas. He was one of six children, three girls and three boys. His father Arthur worked for his grandmother as a Funeral Director in Murrumburrah, and it was in this role that Arthur met Elizabeth at the age of 18, as he was leading a funeral procession up Demondrille Hill.

Kenneth's father, like many in Harden-Murrumburrah at that time, worked on the railways. Starting off firstly as a Fireman, Arthur then became a Locomotive Driver. His Fireman for a while was a young man from Bathurst by the name of Benjamin Chifley. Chifley would later become Prime Minister of Australia from 1945 to 1949. Elizabeth, Ken's mother, was a McLeod from Cullinga and grew up on a property there called 'Airlie'. Her deep love and respect for learning would be an immeasurable influence on Ken Thomas's life and fortunes. "My boyhood was healthy enough. Billy carts, climbing trees, wrestling, chasing two cows barefooted on frosty mornings & milking them twice a day," wrote Ken.

"Mother directed my early life in the paths of righteousness via Church & School." Ken showed early promise in these fields, winning annual Presbyterian Church prizes, school prizes for elocution and even topping the State for Scripture. But Ken was also a mischievous child, as he recalled: "The 'Dunnies' were all located at the back lane, with little door flaps opening onto the lane so that the pan could slide out, loaded onto the double-decker cart, and replaced by a fresh one. First Class materials handling! Now, Mrs. Cole had the misfortune to live near the corner of the land. She would emerge from the kitchen, promenade 'down the back', close the door and ascend the throne.

We kids used to silently open the flap door, poke some twigs up and tickle her bum. Shrieks! Snakes! Hasty pulling up of drawers! By the time she emerged we were round the corner and far away." Ken's favourite story, however, was one that he called the 'Harden Spectacular'. "One day something had frightened the horses, and they took off. The cart bolted down the main street of Harden and into Clarke Street, where we lived. The horses took the corner too fast; the cart had sliding doors, so as it lurched and swayed the sliding doors opened and allowed more cans to fall out. As they hit the road, the lids fell off and the load went everywhere. The horses broke their harness and took off." The last that Ken remembered seeing of the cart, it was lying on its side on the hill in Murrumburrah. Until the age of 12, Ken attended what was then known as Murrumburrah Intermediate High School, now Murrumburrah Public School.

It was at the age of 12 that Ken's parents decided to uproot the family and move to Sydney. Ken's mother stated that it was for the benefit of the children's education, but Ken thought that there was more to it. "There were also misgivings about Harden's future as a Railway town because the big new locos had a longer range, and smaller depots and workshops faced decline. Probably, as much as anything, she wanted to get away from the small town rivalries, and Sydney sounded so glamorous." It is interesting that talk of the decline of the Railways in Harden-Murrumburrah was evident as early as the mid-1920s. Ken's father transferred to the Clyde railway depot in western Sydney, and the family lived in



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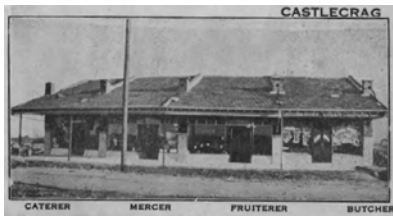
Camperdown and Glebe in the inner city. Ken was enrolled at Fort Street Boys High School, a selective school, where Ken had impressed the Principal in an interview.

Former students include Sir Edmund Barton, the first Prime Minister of Australia, former Labor Opposition Leader, Dr Herbert Evatt, and Sir John Kerr, the Governor-General who sacked Gough Whitlam in 1975. But Ken found city life quite a change from his upbringing in Harden- Murrumburrah. The education Ken received in Sydney failed to entirely teach him and arouse his curiosity. But education was still a valued asset to the Thomas family. "My mother had the good sense to believe that education is the greatest privilege on Earth," wrote Ken. Ken's Protestant, working class background was something that he felt shaped his outlook and personality. "It taught me to be independent, to 'stop whingeing and do something,'" he wrote.

As a boy in Sydney, Ken and a mate started a firewood delivery service using a billy cart and the offcuts from a timber yard at Blackwattle Bay. Little did Ken know that transport would be his future. At the age of 15, Ken went to work at the Savings Bank, where he began as a junior and then became a teller. It was here that Ken saw the faces of the Great Depression, with people attempting to withdraw their savings, and some selling their bank books for less than 75% of their worth. Ken then decided to improve his education, and completed his matriculation for High School at Sydney Technical College in 1932. He later did an Arts Degree at Sydney University, studying Philosophy, Psychology, Latin and Greek, and graduating in 1935. He later did an economics degree. All this was done at night after working during the day. After graduating with his two degrees, Ken went into teaching for a short time. He taught at Trinity Grammar in Strathfield, but then moved on to work as a Salesman, and worked selling vans for Lever Brothers. It was at Lever Brothers that he came to know his wife future wife, Anne McKinnon. They married at St Peter's Presbyterian Church in North Sydney on the 23rd of December, 1939. With the outbreak of war, instead of joining the armed forces, Ken became a personnel officer for the Department of Labour and National Service. Ken worked at the Maribyrnong munitions factory, and later in Rockhampton. After the war, Ken seized the moment. He came to realise that his future was in transport.

In 1946, Ken bought a 5 tonne truck, and hired a driver by the name of Frank Legge. To pay for the wages of the driver and to support his family, he continued working in his wartime job for two years. Ken worked weekends driving the truck and helping out himself. He wasn't afraid to get his hands dirty. He mainly operated in Sydney, the Southern Highlands and Wollongong initially, trading as K.W.Thomas. In the first fifteen weeks of the company's operations, no profit was made. Ken seriously considered pulling out of the business. But Ken struck luck with the combination of a rail strike and a lucrative hide contract from Melbourne to Sydney. The rail strike prevented cement from Kandos travelling by rail, so K.W.Thomas transport took cement to Melbourne and returned to Sydney with the hides. Interstate transport proved quite profitable.

At the time, the rail transport was proving ineffective and inefficient. There was a change of gauge at Albury and industrial problems were rampant. In August 1946, there was even talk of bringing in the Army to continue to drive trucks until the rail industrial problems were solved. Regardless of the issues with rail, road transport was inhibited by a myriad economic and political issues. Economically, petrol rationing was still in place and a road tax was imposed on freight travelling by road that could have been placed on rail. Politically,

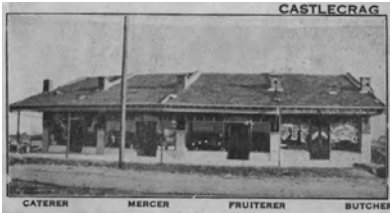


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the Attlee government in Britain in 1947 had nationalised the transport industry, amongst others, and it was feared that Ken's father's old understudy, Benjamin Chifley, would do the same with his Prime Ministership. Luckily, the transport industry in Australia was not nationalised. Ken, at this time, did find jobs that the railways were unwilling or unable to take on. On one occasion, Frank and Ken drove down to Melbourne with a boiler that was too large to take by rail. The truck overheated and caught fire just outside of Melbourne, and Ken used his coat to beat the fire out. After offloading the boiler at its destination, they were able to obtain a return load to Sydney.

They realised that, in reality, there was plenty of freight available at a good price, and Ken forged on ahead with the business despite his initial worries. Ken took advantage of the plethora of surplus military vehicles on the market to acquire three tabletops and an 18 ft (6m) semi-trailer. With a fleet of vehicles and drivers to manage, Ken left his job with Cumberland County Council to manage his prospering business. Ken did this from home, without even a yard to put the trucks in.

In July 1958, K.W.Thomas Pty Ltd changed its name. Ignoring the requests from Ken to omit the name 'Thomas', the company's directors named the company Thomas National Transport, later Thomas Nationwide Transport. The TNT name would go on to become a globally recognised brand in transport and logistics. In the decade before, the company slowly increased its influence and market share. It established a base of operations at Balmain and later Mascot, and pioneered a system of sub-contracting, a system which played a significant part in the growth of the Australian Transport industry. In addition, Ken and his company established branches in every capital city in the country by the early 1950s, and increased the number of branches as the years went on. In February of 1948, Ken helped to form the Long Distance Road Transport Association (LDRTA). It was a conduit for discussion on road transport issues between the industry and government, and was only superseded by the merger of it and the National Transport Federation to form the National Road Transport Association in 1994. On the practical level, Ken incorporated pioneering methods into his company. Ken was one of the first to use freight notes. These notes allowed the detailing of cargo costs and haulage charges in addition to the cargo and destination details. Prior to this, separate invoices for picking up the goods, transport and then delivery would be sent to the client. It streamlined operations for the company and laid a firm foundation for growth. In addition, freight handling was also a number one concern. Being of a railway background living in Harden-Murrumburrah and having a locomotive driver for a father, Ken understood the importance of rail in Australia, and he was always looking for ways his road operations could interface with rail. In 1958, rather than risking damage to his trucks on the dirt road that crossed the Nullarbor Plain at the time, Ken used rail to 'piggyback' his trucks from Port Augusta to Kalgoorlie. Ken also pioneered the use of shipping containers to further increase the efficiency of his operations in the late 1950s and early 1960s, including employing skeleton bodied truck trailers designed specifically to take containers loaded on by crane. This method is still in use to this day. Ken was also an early advocate of driver welfare. Ken established a stopping off point halfway between Sydney and Melbourne by buying a service station at Tumbalong, near the current site of the Dog on the Tuckerbox. As the drive from Sydney to Melbourne took two and a half days at that time, establishing a waypoint gave drivers something to look forward to, a place to sleep, eat, carry out repairs and refuel. Prior to this, drivers struggled to find meals or overnight accommodation, often forcing drivers to sleep under or in their trucks in the days before the advent of sleeper cabs. At the same time Ken's business was booming, he also had a



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family. After marrying his wife Anne in 1939, Ken & Anne had five children: Elizabeth, Rhody, Megan, Gavin and Andrew. The family was raised in the Sydney suburb of Castlecrag, where both Ken and his wife Anne made significant contributions to the community there, with Ken being on the Board of the Co-op Society. At the opening of a shopping plaza there despite his objections, Ken hired a bagpipe player to play a song of lament. Such was his community mindedness. Ken's commitment to the community was echoed by his son Gavin in David Wilcox's biography of Ken Thomas: "Our house was seemingly a community centre where everyone was welcome. Who will forget tennis days, and socialising afterwards? We all enjoyed the fund raisers, the play readings, the weddings, the requests for help. Dad provided very generously for many more than just his children." The 1960s saw TNT evolve into a national transport titan. This evolution began in 1964. In that year, Ken entered into an arrangement with Peter Abeles, a Jewish-Hungarian businessman who wanted to establish an overnight parcel business. Peter had established a company called Alltrans in 1950, and his company and Ken's TNT formed Comet Overnight Express together to compete with the Adelaide-based company, IPEC. In 1967, the two companies merged, and Ken welcomed Peter Abeles, and Abeles's colleague Frank Millar, to the board of TNT. It was a decision that would have considerable consequences for Ken a few years later. From 1966 onwards, Ken became more and more outspoken in his political and philosophical views. In that year, Ken co-founded the Liberal Reform Group, with an anti-Vietnam and anti-conscription platform. Prior to unsuccessfully contesting the November 1967 Senate election, Ken went on a fact finding trip to Vietnam. Whilst there, he observed that "Clearly, the American persecution is creating an invincible solidarity where all differences are submerged in the nationalist cause." In essence, Ken found that the Vietnamese just wanted to be left alone. As a vehement anti-conscription campaigner, Ken formed the Australian Peace Institute in Sydney in 1969 for peace research. At that same time, he became the leader of the Anti-Conscription Group, advising young men not to register for national service. For this, Ken was summoned to court for his role in the group. Ken also believed that compulsory voting should be abolished, and he often attended the polling booth, got his name marked off, and walked out with the ballot paper in hand. In March 1970, Ken's youngest son, Andrew, committed suicide. The family had tried to help him in the years prior, and Andrew had received the assistance of Central Methodist Mission in Pitt Street. As a vote of thanks, Ken donated land for a retreat for the organisation in Andrew's memory. The next year, in July 1972, Ken was giving a lecture to a gathering of Sydney University students. In his lecture, he said the following lines: "We are on the verge of a breakthrough that will be positive, rather than merely destructive, but in creating there will be an inevitable destruction... The destruction will be in two areas riddled with superstition. The first is religion, the second psychology." The headlines the following day, a Friday, included TNT HEAD SAYS DESTROY RELIGION and OUR OWN DOUBTING THOMAS. His comments on religion caused quite a stir. On that day, one of the board members of TNT, Ross Cribb, reported fifty phone calls from customers and staff regarding his comments. By Monday, after pressure from his own board, Ken resigned from TNT. Although Peter Abeles was out of the country, Peter didn't disagree that Ken had to go. According to Ken's biography by David Wilcox, Ken was disappointed that members of the board, especially Peter Abeles, had abandoned him. "Although he tried to put on a brave face, Ken carried that bitterness for the rest of his life." The dismissal had brought to an end Ken's direct involvement in the company. During the 1960s, TNT had branched into maritime and rail freight. TNT had acquired Bulkships, an Australian shipping company, and also used roll-on, roll-off ships to service the Trans-Tasman routes. In addition, TNT was running trains between Sydney and Melbourne, and plans were afoot to expand further. TNT's rolling stock was even setting world records in transporting cargo 5,600km per week. TNT went



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on to expand globally before being bought by a Dutch firm in 1996. It has since been acquired by the American company, UPS, in 2011. After TNT, Ken became a staunch advocate for rail transport in Australia. He advocated that governments should be spending more money on rail, and less on roads. One of Ken's plans was the 'Southern Cross Plan', with a railway line running from Sydney through Orange, Broken Hill, South Australia, and Perth, and a North-South line running from Melbourne to the Queensland border. In this way, rail freight would be able to reach all of the capital cities efficiently. Part of this plan included the use of the Demondrille-Blayney line. Considering recent decisions, however, this plan is looking highly unlikely to come to fruition. Ken spent his time throughout the 1970s giving lectures and speaking about transport matters. However, he was invited to join the board of QANTAS, a fully government-owned airline at that time. After his bitter experience in the end with TNT, Ken declined. Despite refusing the QANTAS position, Ken dabbled and invested in a number of business ventures, particularly in North Queensland. Unfortunately for Ken, they all had issues and he suffered heavy financial losses. In transport safety, Ken made a significant contribution. He and NSW Minister for Transport, Milton Morris (1965 – 1975), had a good relationship, and Ken was able to make his ideas known to him. After seeing the success of the Snowy Mountains Authority's seatbelt policy, Ken put the idea of compulsory seatbelts in NSW to Milton Morris. In 1971, seatbelts were made compulsory throughout the state. Ken continued his road safety advocacy, and he formed the group known as SALAD (Save A Life A Day) in 1979, with the aim of introducing road safety laws that were working in Victoria since 1976 into NSW. Some of these included random breath testing, heavy drink driving penalties and driver training in high schools. Ken's aim was to reduce NSW's weekly road toll to under 18. Ken also took SALAD to the 1981 state election, without success. It was not until 1982 that random breath testing was introduced in NSW, and by 1983, the states road toll had dropped to 12.8 per week, or 670 per year. Interestingly, Ken was an advocate for decentralising governments and allowing local people to have a greater say in their future. He wanted 37 regional governments, rather than states. Most significantly, he wanted local councils to remain, the smaller the better, to allow for people to better govern themselves. One can easily see what his opinions on current amalgamation proposals would be. Ken Thomas died on the 21st of September, 1997.