The following abbreviated history of the Dymocks Building and subject site is taken from the Heritage Branch inventory sheet for Commercial Building "Dymocks" Including Interiors, 424-430 George Street, Sydney (Database No: 2424010):

> *In the early nineteenth century the site of the Dymocks Building was occupied by the Royal Hotel. In 1833, Bernard Levy opened this Theatre Royal, which could accommodate 900 people; it featured plays and actors from London. In 1838 this theatre closed and it became the Royal Hotel once more. On the 17 March, 1840, it was destroyed by fire. Shortly afterwards, a new Royal Hotel was built, 5 storeys in stone and timber, with balconies. It had a frontage of 72 feet to George Street and a depth of 170 feet. It featured a "Polygonal" bar and 2 grand saloons.*
>
> *William Dymock (1861-1900) bookseller, oversaw the beginnings of his business at Pitt Street, then at 142 King Street and from December 1890, in the southern wing of the Royal Hotel. His business was advertised as "the largest Book Shop in the world "holding" upwards of one million books until his early death at 39 in October 1900. The business then passed to the Forsyth family whose descendants run the business now. Dymocks Book Arcade Ltd remained as tenants in the Royal Arcade for 32 years during which time the NSW Government Savings Bank purchased the premises (1910), and it became a Soldiers' Club (1915) during the First World War.*
>
> *In 1922, the current site was purchased for 150,000 pounds from the NSW Government Savings Bank and the Arnold Resch family. In 1924-25, it was decided to build on the present site, subsequent to the demolition of the Royal Hotel. Mr FHB Wilton, architect, was engaged by John Malcolm Forsyth. HE Ross & Rowe acted as architects for the bank. Funding for the construction of the building took quite some time to be set in place. The construction began in 1926 by the builders, Beat Brothers, for a contract price of 197,750 pounds. The first half of the premises was completed in 1928. The remainder was completed in 1932 due to funding difficulties imposed by the Great Depression. In due course, the building was completed and occupied by three tenants only in 1932.*

The following images and plans provide the layout, location and context of the goods lift within the Dymocks Building.

Figure 2 — At left: View of Dymocks Building from George Street, 1930s (Source: SLNSW, Home and Away Collection)

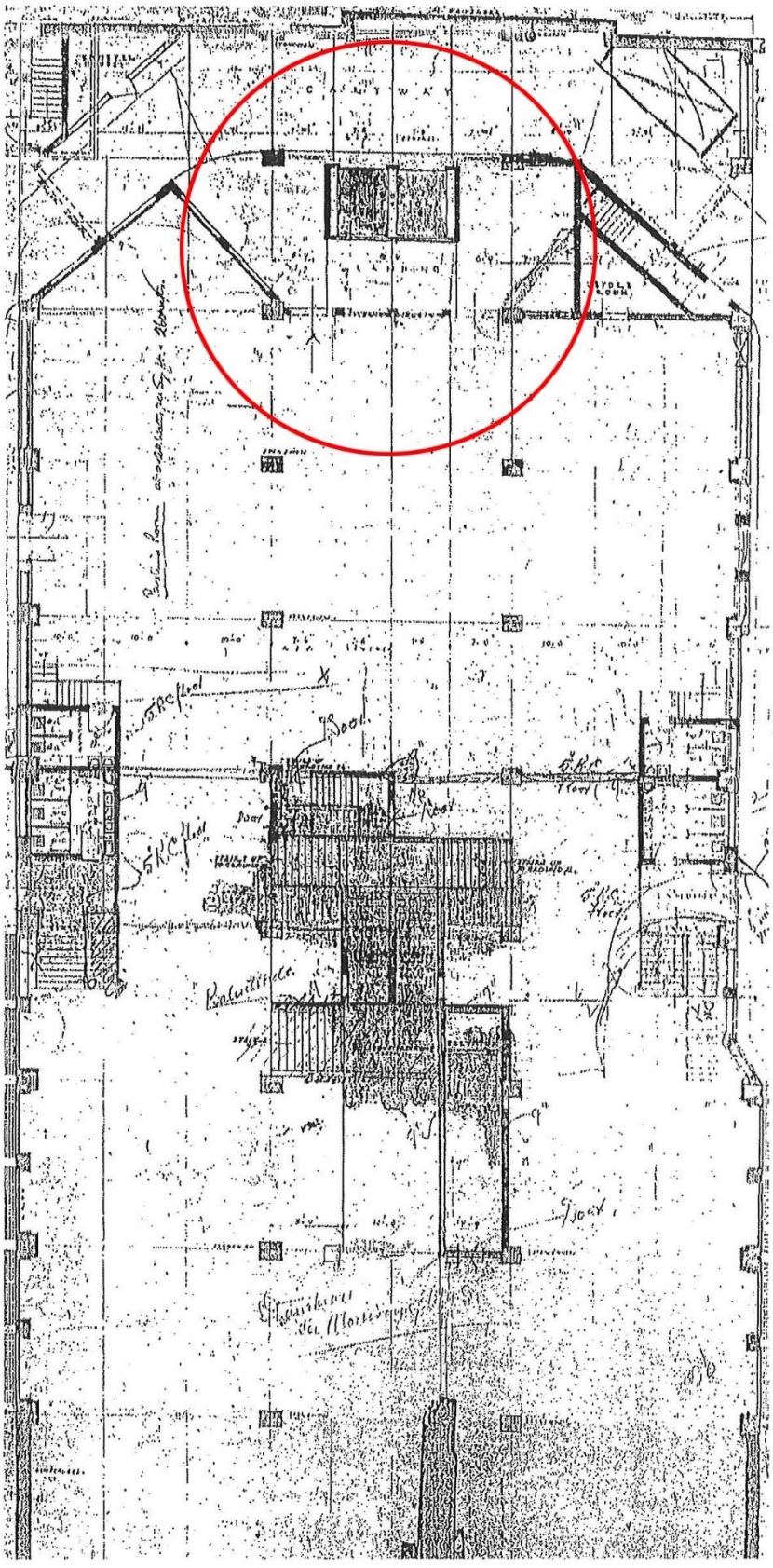

Figure 3 — Dymocks Building, Basement Plan, 1928, with the "Goods Elevator" shown circled in red and adjoining the "Cartway" to the east (Source: Dymocks Archives)

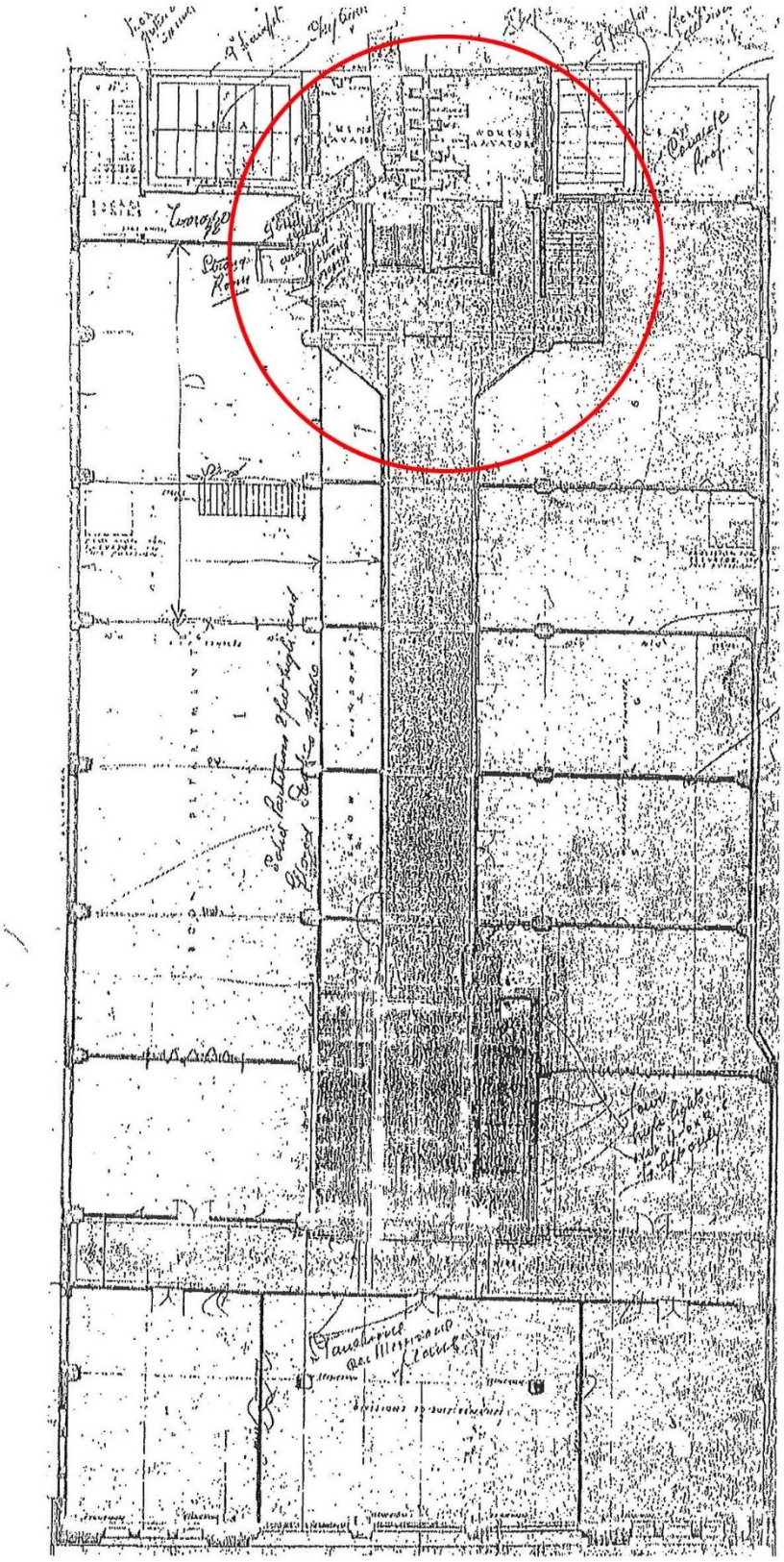

Figure 4 — Dymocks Building, First Floor Plan, 1928, with the "Goods Elevator" shown circled in red and Lavatory adjoining to the east (Source: Dymocks Archives)

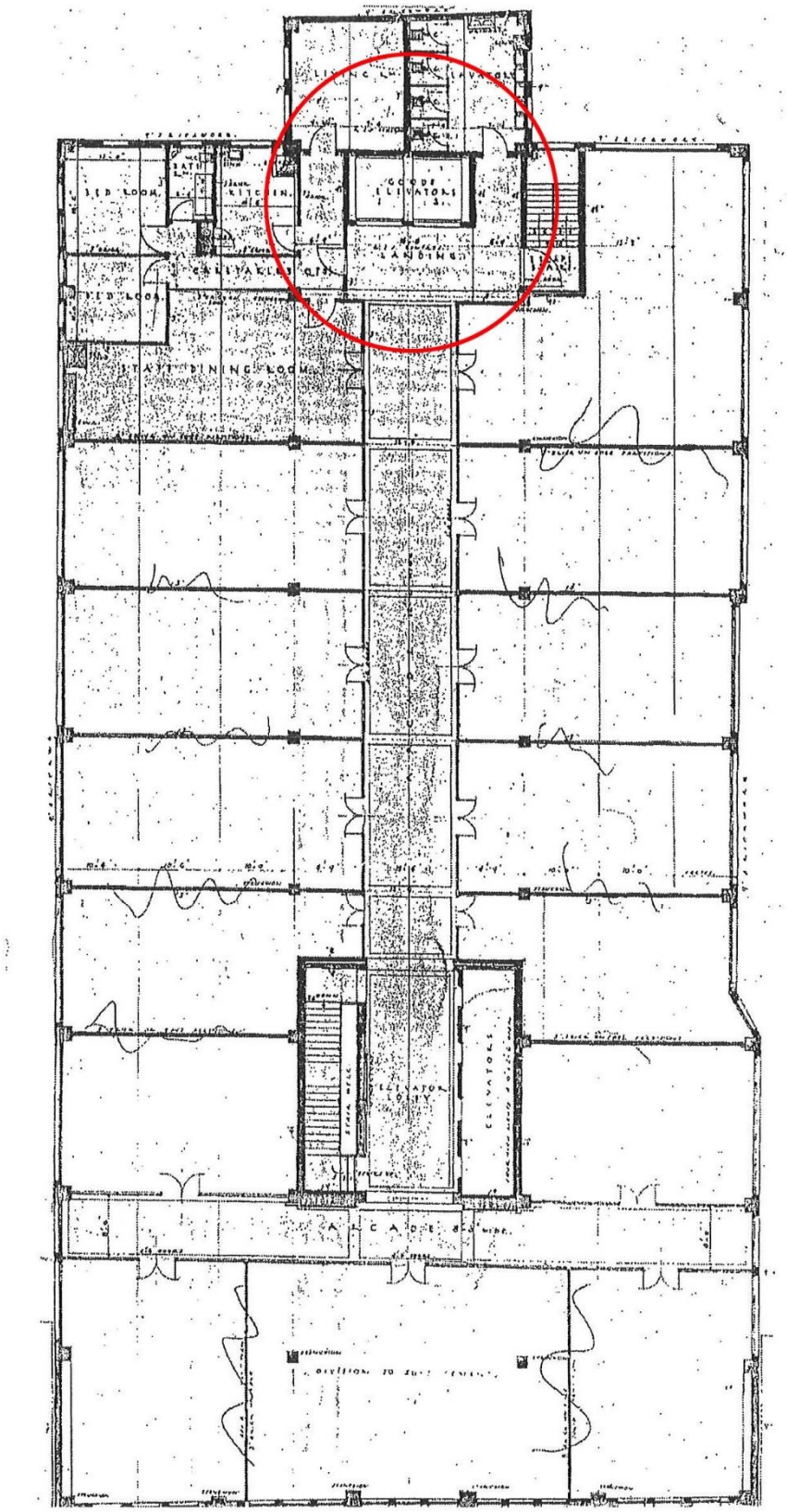

Figure 5 — Dymocks Building, Tenth Floor Plan, 1928, with the "Goods Elevator" shown circled in red and Lavatory adjoining to the east and arcade to the west (Source: Dymocks Archives)

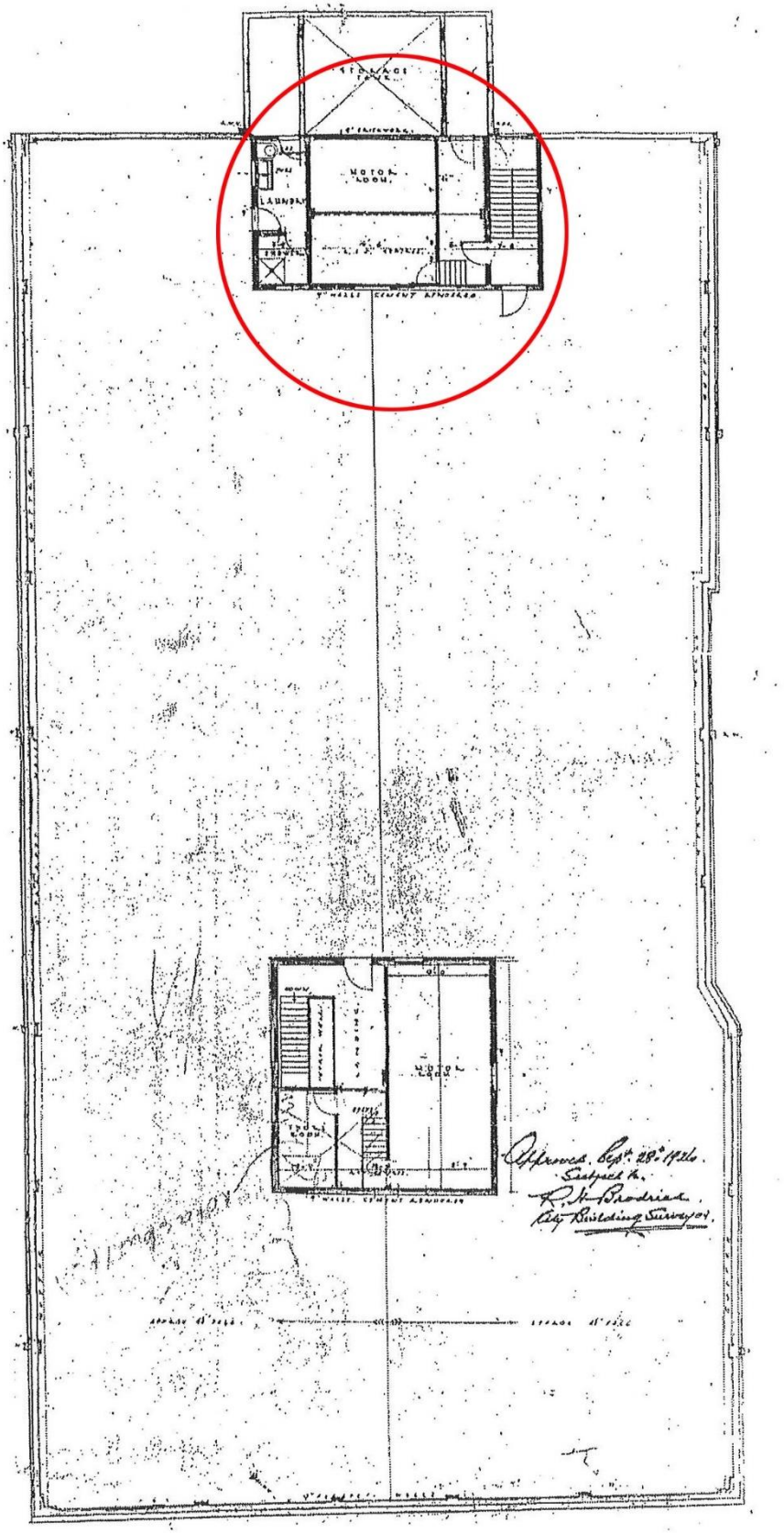

Figure 6 — Dymocks Building, Roof Plan, 1928, with the "Motor Room" for the Goods Lift shown circled in red (Source: Dymocks Archives)

3.2 Development of Goods Lifts in Buildings and Otis

A lift or elevator provides vertical transportation that moves people or goods between floors within a building, vessel, or structure. Elisha Otis invented the safety lift in the USA in 1850. The safety lift helped make possible the erection of high-rise buildings and enabled the increase of the density of cities. Lifts are often powered by electric motors that either drive traction cables or counterweight systems to raise a cylindrical piston.

Safety is a very important factor in lift design. Machinery in the Goods Lift consists of an electric motor, electric brake, speed-reduction gearbox and winch. All parts are attached to a base to ensure integrity and stability. The brake provides safe operation and smooth stopping of the lift. In 1852, Elisha Otis introduced the safety elevator, which prevented the fall of the lift cab and is similar to those used today. A governor device engages knurled rollers that lock the elevator to its guides should the elevator descend at excessive speed. In 1852, the first elevator shaft was constructed and on March 23, 1857, the world's first passenger elevator was installed in New York City.

Today, the Otis Elevator Company is one of the world's largest manufacturer of vertical transport systems. The Goods Lifts in the Dymocks Building are manufactured by Otis.

3.3 The Role of the Goods Lifts in the Dymocks Building

The Dymocks Building remains the headquarters of Australia's major book store and operated as a vertical shopping arcade. Goods lifts 5 and 6 in the Dymocks Building provide the transportation network that regularly resupplying stock the upper floors of shops in the building. The goods lifts move a vast quantity and diverse array of goods to satisfy consumer demand and maintain the health of the economy. On each of the typical arcade floors in the Dymocks Building, notably Levels 1-10, the Goods Lift forms part of the back-of-house - concealed behind a showcase and adjoining the WCs.

The movement of goods throughout a building is important. A Goods Lift is constrained within a shaft and carries goods up and down between floors. Lifts are designed for long life and must work reliably and stopping level with the floor. Lift motors start and stop frequently and work at full load from start-up.

Most elevators are built to provide about 20 years of service, as long as periodic maintenance/inspections by the manufacturer are followed. As the elevator ages and equipment become increasingly difficult to find or replace, along with code changes and deteriorating ride performance, a complete overhaul of the elevator may be suggested to the building owners.

3.4 Goods Lift Motor Room, Roof Level

The goods lift motor room is located on Roof Level and reached by a steep flight of stairs from the top floor. The control equipment was also installed in the motor room, along with a second drum, fixed under the floor below the motor, onto which the cable wound. A crank handle was used to turn the motor, and hence the winch, if the lift became stuck between floors.

From 1928 until 2016, the motor room was used to power the Dymocks Building Goods Lifts 5 and 6. An Otis Safety Governor forms part of the lift motor. It is a safety device that could, in an emergency, bring the lift car to a gradual stop. In 2016 a development application was approved for the installation of new goods lifts in the Dymocks Building were installed in the building.

4.0 PHYSICAL EVIDENCE

4.1 Site Context and Current Condition of Goods Lifts 5 and 6

The Goods Lifts 5 and 6 were originally known as the "Goods Elevators". The pair of lifts is located at the eastern end of the Dymocks Building and is shown in the original plans of the building.

At Basement Level the Goods Lifts open to the east, directly into the loading dock. On the Ground Floor and Mezzanine Level, floors occupied by the Dymocks Book Store, the goods lifts are located in the back of house area. At Ground Floor, the Goods Lifts open to the west. At Mezzanine Level, the Goods Lift openings were infilled at an unknown date and no longer operate to this level. On each of the typical arcade floors, Levels 1-10, the Goods Lift are concealed by a showcase.

The goods lifts comprise timber lined lift cars with metal scissor doors. The doors at each landing are timber panel with metal sheet covering. The landing doors slide vertically. The doors and cars are in fair condition and in good operational condition. The heights of the door openings to the goods lifts do not comply with the Building Code of Australia (BCA).

The following photographs and captions describe the fabric and setting of the Goods Lift within the Dymocks Building.

Figure 7 — Fifth Floor, looking east along the retail arcade layout. At the western end is a Showcase that conceals the Goods Lifts and the lavatories. Floors have terrazzo finish throughout (Source: NBRS+PARTNERS, October 2015)

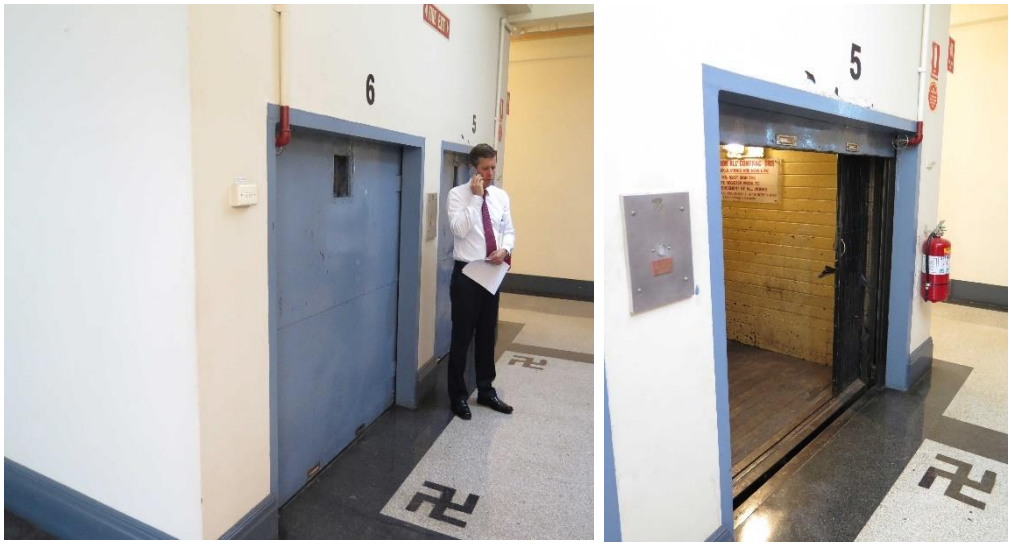

Figure 8 — Sixth Floor, at the western end of the central arcade showing the Goods Lifts. The height of the opening to the Goods Lift is approximately 1600mm. Terrazzo floor finish. The landing doors are vertically sliding with painted metal lining (Source: NBRS+PARTNERS, October 2015)

Figure 9 — The interior walls and ceilings of the goods lift car are lined in timber panelling and painted. The original button press panel is located on the wall of each car. The metal horizontally-opening scissor doors are located at the eastern and western door openings. (Source: NBRS+PARTNERS, October 2015)

Figure 10 — Detail of the goods lift car showing the junction of the timber panel walls and ceiling and the opening mechanism of the metal scissor doors (Source: NBRS+PARTNERS, October 2015)

Figure 11 — Detail of the goods lift entry showing the junction with the terrazzo floor that requires careful treatment. Different terrazzo pattern are located on each level. Original landing buttons press panels are found on each level, except level 6 (Source: NBRS+PARTNERS, October 2015)

Figure 12 — showcase at left screen views to the Goods lifts at right. Interior to the lift car is evident (Source: NBRS+PARTNERS, October 2015)

Figure 13 — Roof Level, showing view to Otis goods lift equipment including winches and switches in the Motor Room (Source: NBRS+PARTNERS, October 2015)

Figure 14 — Roof Level, showing view to Otis goods lift equipment, including winches and switches, in the Motor Room (Source: NBRS+PARTNERS, October 2015)

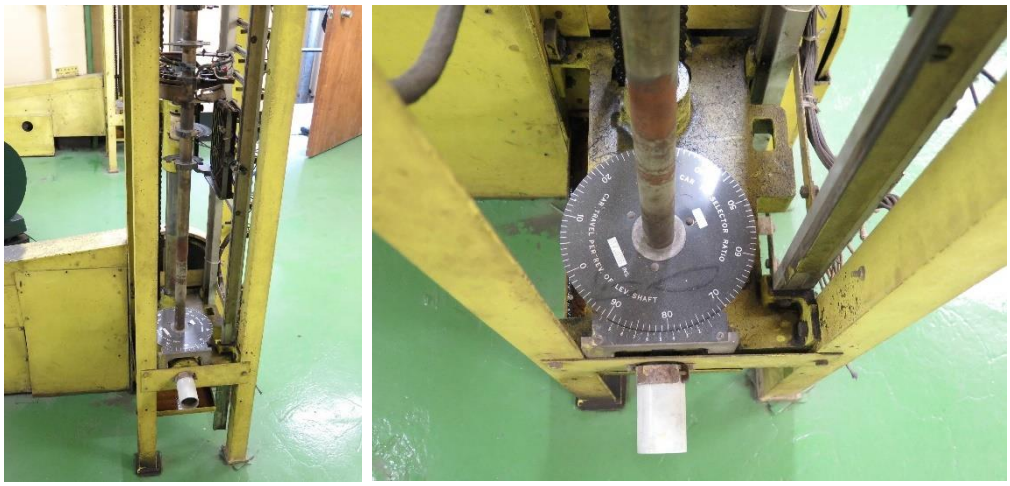

Figure 15 — Roof Level, showing view to Otis goods lift equipment in the Motor Room – indicating car travel ratio (Source: NBRS+PARTNERS, October 2015)

Figure 16 — Basement, Loading Dock, showing the openings to the Goods Lift and the loading platform to mechanically raise the goods to the goods lift level (Source: NBRS+PARTNERS, October 2015)

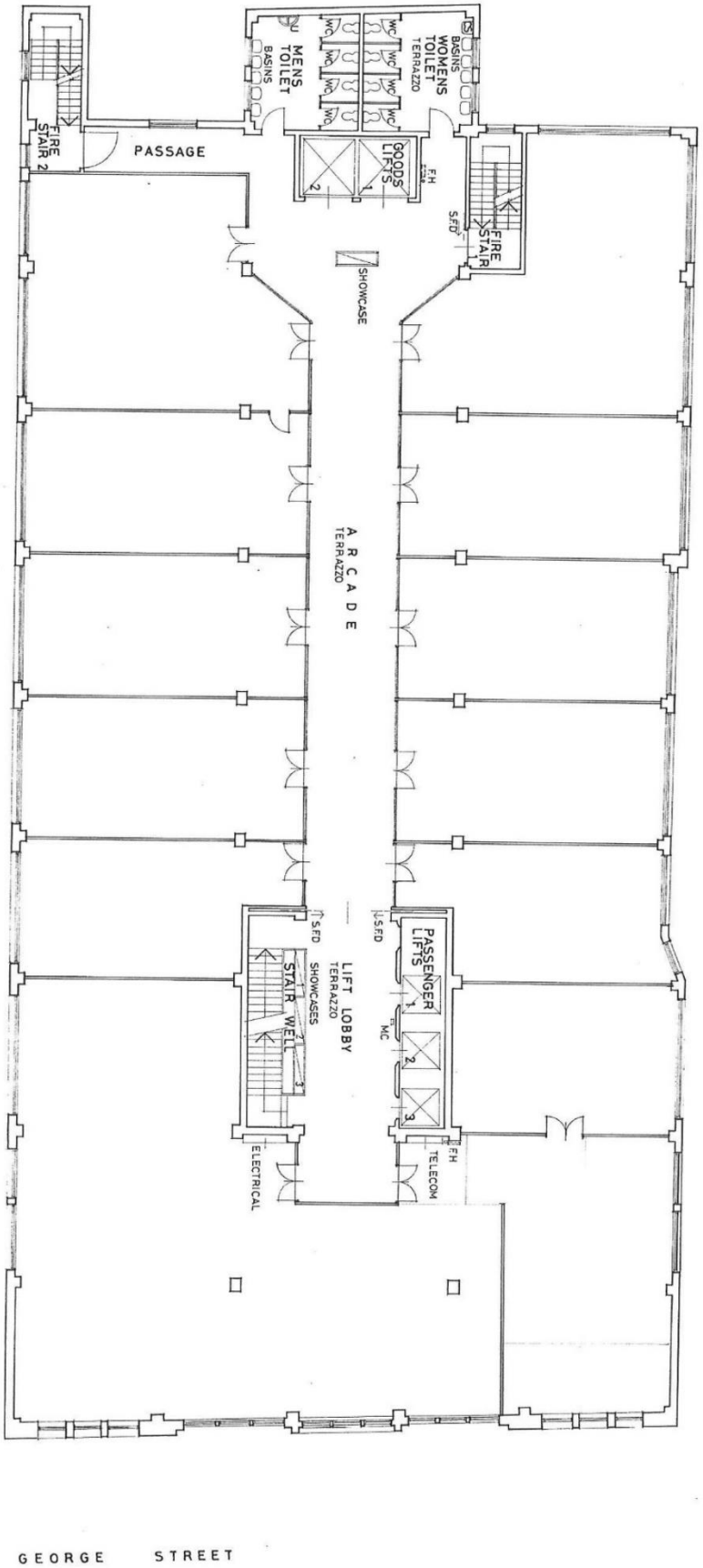

Figure 17 — Dymocks Building, Fifth Floor Plan – Existing – showing layout of typical Arcade floor (Source: Devine, Erby and Mazlin Pty Ltd, 1981)

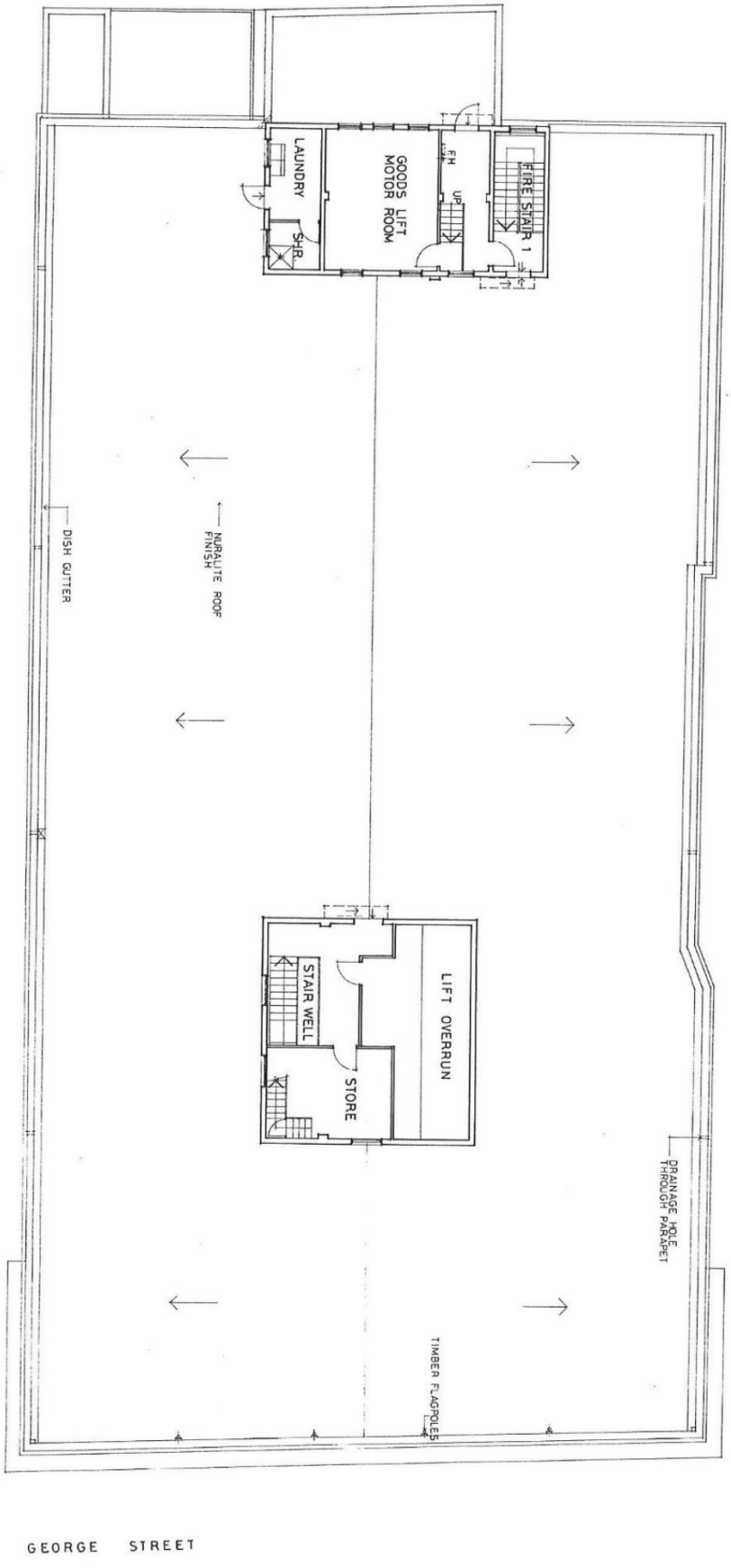

Figure 18 — Dymocks Building, Roof Plan – Existing (Source: Devine, Erby and Mazlin Pty Ltd, 1981)

Figure 19 — Dymocks Building, Goods Lift, Interior of Car – showing the indicator panel and button press (Source: Alexander Mayes Photography, 2016)

Figure 20 — Dymocks Building, Goods Lift, Wall Between Goods Lift Cars showing brass indicator panel and button press (Source: Alexander Mayes Photography, 2016)

Figure 21 — Dymocks Building, Goods Lift, Basement Loading Dock – View to Scissor Doors and Slide Panel to Cars (Source: Alexander Mayes Photography, 2016)