

DUPAGE COUNTY HIGHWAY DEPARTMENT
AND CIVIL DEFENSE CENTER CONTROL CENTER
130 North County Farm Road
Wheaton
DuPage County
Illinois

HIBS No. DU-2017-01

HIBS LEVEL III RECORDATION

WRITTEN HISTORICAL AND ARCHITECTURAL INFORMATION
PHOTOGRAPHIC DOCUMENTATION
DRAWINGS
SUPPLEMENTAL INFORMATION

HISTORIC ILLINOIS BUILDING SURVEY (HIBS)

DUPAGE COUNTY HIGHWAY DEPARTMENT AND CIVIL DEFENSE CONTROL CENTER HIBS No. DU-2017-01

Location: 130 North County Farm Road
Wheaton, DuPage County, Illinois

Latitude: 41.865180°, Longitude: -88.143817°

Present Owner: DuPage County

Present Use: The DuPage County Highway Department and Civil Defense Control Center remains intact, but is presently vacant.

Previous uses include:

Ground Level:

1958-1999	DuPage Co. Highway Department/Division of Transportation
1999-2011	DuPage Co. States Attorney Child Advocacy
2011-Present	Vacant/Temporary Office Relocations

Lower Level:

1958-1975	DuPage Co. Highway Dept. Civil Defense Control Center
1975-1995	DU-COMM [911 Center]
1995-2011	DuPage Co. Emergency Management/Homeland Security
2011-Present	Vacant/Storage

Significance: The DuPage County Highway Department and Civil Defense Control Center is significant as the nation's first hydrogen-bomb blast and radiation resistant shelter and underground civil defense control center. When the center opened in 1958 it was the civil defense communication headquarters for Chicago and all of northeastern Illinois.¹

The building is also architecturally significant for its architectural contributions during the United States' "nuclear age"; an excellent example of the Mid-Century Modern style; and as the work of Jensen and Halstead, a prolific and notable Chicago firm which began with William Le Baron Jenney in 1868 and is still in operation today.

¹ Thompson, John H. "Wheaton Site of First H-Shelter: Could Withstand Near Miss." Chicago Daily Tribune (Chicago, IL), April 11, 1958.

PART I HISTORICAL INFORMATION

A. Physical History

1. Date(s) of construction:

1957-1958

2. Architect/Designer/Engineer:

Jensen & Halstead

3. Original and subsequent owners:

DuPage County

4. Builder, contractor, suppliers:

Unknown

5. Original plans and construction:

Original plans are owned and maintained by DuPage County Facilities Management. A selection of architectural and structural drawings and a site plan have been included as part of this documentation.

6. Alterations and additions:

The building remains largely as historically constructed on the exterior with only minor alterations. The interior has been renovated at least eleven times to varying degrees.

On the exterior an accessible ramp was installed at the east entrance and the colored concrete and bronze compass inlay was demolished; a concrete pad and radio tower were installed at the western edge of the site between 1978 and 1987; and the outbuildings between the radio tower and parking lot were constructed ca. 2014.

The Highway Department spaces on the ground level remained largely unchanged until 1989 at which time the interior space saw some minor reconfigurations up until 2002 including:

- Lounge and Women's Locker Room and Toilet Room was remodeled into the Transportation Planning Office and the private in 1993.
- The single-user toilet room for the Superintendent's Office was converted to the Women's Toilet Room by moving the door located off the corridor in 1993.
- Between 1993 and 2002 the Lunch Room, which was previously converted to an office was reconfigured into two offices.

- In 1999 the original Men's Toilet Room was remodeled into a multi-user Women's Toilet Room and the Men's Locker Room remodeled into the Men's Toilet Room.
- The skylights located in the Men's and Women's Locker Room, Blueprinting Room, and Laboratory were not visible during the site visit or in an aerial view of the building and are assumed to be covered or removed.

Based on the available drawing from 1978, "Existing Conditions for Civil Defense Center" from the Office of the Building administrator: Design/Engineering Department, many of the spaces and interior configurations of the the Civil Defense Control Center in the lower level of the building had been remodeled by 1978 including:

- Addition of the Reception/Front Office
- Demolition of the Office of Director of Communications & Radio Officer and construction of the Secretary and private office space
- The west entrances to the Decontamination Showers were infilled
- Women's Dormitory and Lounge and State Office were demolished and replaced with existing corridor, two DU-Comm offices, and radio & repair shop
- East wall of the communications area moved east to align with original Message Center east wall and the Message Center was narrowed
- A Radio Room was constructed in Civil Defense Operations Center

B. Historical Context

History and Development of DuPage County

Since its beginning, the development of DuPage County has been intertwined with Chicago and the transportation network of northern Illinois including Native American trails, waterways, the areas first plank road, stage-coach routes, and railroads, which accelerated white settlement after the 1833 Treaty of Chicago, which moved Native Americans west of the Mississippi River. The first settlers arrived in the county in the 1830s and 1840s and settled on land along the DuPage River and then across the vast prairies.^{2 3}

As Chicago began to grow as a central commercial point and transportation hub for the region and country, key transportation routes passed through the county and on or from Chicago. With the construction of the Illinois & Michigan Canal between 1836-1848, a key transportation route, DuPage County saw an influx of Irish immigrants who built the canal and then settled in the area.^{4 5}

² C. W. Richmond and H. F. Vallette, A history of the county of Du Page, Illinois: containing an account of its early settlement and present advantages, a separate history of the several towns, including notices of religious organizations, education, agriculture and manufactures, with the names and some account of the first settlers in each township and much valuable statistical information (Chicago, IL: Chicago, Steam presses of Scripps, Bross & Spears, 1857), 5-38, 5-80.

³ Bateman, Newton, Paul Selby, and Rufus Blanchard. History of Du Page County, Illinois (Chicago: O.L. Baskin, 1882), 10-162.

⁴ Richmond and Vallette, A history of the county of Du Page, 5-38, 5-80.

⁵ Bateman, Selby, and Blanchard. History of Du Page County, 10-162.

With an influx of population, DuPage County was formally established in 1839 with Naperville as the county seat and in 1850 was organized into nine townships. In 1867, the county seat was moved from Naperville to Wheaton where it has remained since.^{6 7}

During the 1840s and 1850s plank roads were constructed and established as private toll roads. The area saw its first railroad in 1848 with the Galena & Chicago Union Railroad. By the early 1900s, six railroads would pass through DuPage County, built by Irish, English, Germans, Italians, Mexicans, and African American immigrants who would later settle in the area.^{8 9}

As Chicago continued to grow and create regional and national markets, DuPage County was able to contribute and benefit from the ongoing development. By contributing grain, produce, livestock, dairy, and other products, DuPage County helped to sustain Chicago's population and industry which brought wealth and prosperity to DuPage. Railroad lines with stops in the county offered passenger service, and residents could visit Chicago to shop and socialize. Commuter train service was added between the 1880s and 1910s. However, even with the ongoing advancements and growth, the county remained primarily agricultural until post-World War II.^{10 11}

In 1946 the City of Chicago began to acquire land for O'Hare International Airport, including a portion of northeast DuPage County. O'Hare opened in 1955 and by 1962 was the main airport for the greater Chicago area. In 1958, I-88 (East-West Tollway) and the portion of I-294 (Tri-State) that borders DuPage County on the east were completed, adding to the extensive and significant transportation network of DuPage County.¹²

With the improved transportation network, scientific and business developments were attracted to the area including: the Atomic Energy Commission/Argonne National Laboratory in 1947 and Fermi National Accelerator Laboratory in 1973. During the 1980s, DuPage publicized its Research and Development Corridor along I-88 as a research and commercial center.¹³

By 1995, only 5 percent of the county's land was identified as agricultural and 5 years later in 2000 the county's population surpassed 900,000.¹⁴

DuPage County and the Nuclear Age

DuPage County already well connected by the existing transportation network and a research and development hub by 1950s, would become the central civil defense communications headquarters for Chicago and all of northeastern Illinois in the event of an actual or threatened attack by enemy bombers or inter-continental ballistic missiles with the

⁶Richmond and Vallette, A history of the county of Du Page, 5-38, 5-80.

⁷Bateman, Selby, and Blanchard. History of Du Page County, 10-162.

⁸Richmond and Vallette, A history of the county of Du Page, 5-38, 5-80.

⁹Bateman, Selby, and Blanchard. History of Du Page County, 10-162.

¹⁰Ibid.

¹¹McGrath, Steph. "DuPage County." DuPage County. 2005. Accessed April 06, 2017.

<http://www.encyclopedia.chicagohistory.org/pages/396.html>.

¹²Ibid.

¹³Ibid.

¹⁴Ibid.

construction of the DuPage Highway Department and Civil Defense Control Center building in 1957-58.¹⁵

The documented building is noted as the United States' first civil defense control center, confirmed by Civil Defense administration headquarters in Battle Creek, Michigan in 1958.¹⁶ The building was capable of sheltering 60-100 occupants for two-three weeks from the blast and radioactive fallout or penetration from 20 megaton Hydrogen-bomb three or more miles away.^{17 18 19}

To shelter its occupants the structure was designed to withstand a blast pressure of 30 pounds per square inch.²⁰ The center was built per federal defense specifications of the time and included extensive air-conditioning and filtration systems. The building operated on two gasoline-powered generators which provided power for radio and teletype transmission, light, heat, and ventilation. Occupants of the shelter were protected by a 3 foot thick concrete ceiling and 2 foot thick concrete walls.²¹ A 2.5 ton steel blast door was operated by a button in the tunnel leading to the shelter.²²

The county and federal government shared the cost²³ of the shelter and the federal government would occupy the lower level, with civil defense officials directing evacuation and rescue operations during times of peace and war, relaying orders from national and state warning points to local officials throughout northeastern Illinois.²⁴

The county highway department would occupy the ground level. In addition to the working spaces in the lower and ground levels, the building also provided space for men and women dormitories, a kitchen, food storage, sanitary facilities, and a dispensary for doctors and nurses, all of which was located in the lower level bomb-proof shelter.

The dedication of the nation's first blast and radiation resistant H-bomb shelter occurred on October 19, 1958 at 1:45 pm and was officiated by Senator Dirksen, almost exactly one year after the USSR launched Sputnik on October 4, 1957.²⁵

During the nuclear age, 35 to 50 Du Page county civil defense workers met in the shelter each Monday at 7:30 pm "activate" an intricate amateur radio and communications set-up under simulated disaster conditions.²⁶

¹⁵ Thompson, John H. "Wheaton Site of First H-Shelter: Could Withstand Near Miss." Chicago Daily Tribune (Chicago, IL), April 11, 1958.

¹⁶ Ibid.

¹⁷ "Dedicate Nuclear Age Defense Center Sunday." Chicago Daily Tribune (Chicago, IL), October 19, 1958.

¹⁸ Lester, Kerry. "Lester: Wheaton's Cold War bunker enters final days." Daily Herald, June 21, 2016.

<http://www.dailyherald.com/article/20160620/news/160629977/>.

¹⁹ Thompson, John H. "Wheaton Site of First H-Shelter: Could Withstand Near Miss." Chicago Daily Tribune (Chicago, IL), April 11, 1958.

²⁰ Ibid.

²¹ Ibid.

²² Ibid.

²³ Cost accounts range from \$360,000-\$500,000.

²⁴ Ibid.

²⁵ "Dedicate Nuclear Age Defense Center Sunday." Chicago Daily Tribune (Chicago, IL), October 19, 1958.

²⁶ Canfield, David. "DuPage Underground Control Center is Nation's First: Volunteers Use It for Training." Chicago Daily Tribune (Chicago, IL), September 10, 1959.

The building only served as the civil defense control center for 17 years before being turned over to DU-Comm in 1975, the county's public safety communications center, and Homeland Security until 2011 at which point it was vacated and has been remained unused since.

Jensen & Halstead

The documented building was designed by the architectural firm of Jensen & Halstead, Chicago's oldest continuously operating firm. The firm was first founded by William LeBaron Jenney in 1868 under the name Loring & Jenney, after Sanford E. Loring. Jenney is most well-known for his design of the Home Insurance Building (1884-1931), the first skyscraper use an iron framework as its sole means of support.²⁷

The name of the firm has evolved over the years including W.L.B. Jenney from 1872-1887, 1888-1891; Jenney & Mundie (William B. Mundie) from 1891-1905; Jenney, Mundie & Jensen from 1905-1907; Mundie & Jensen from 1907-1936; and finally Jensen & Halstead (Edward Halsted) in 1953. Though Jensen died in 1955, Halstead continued with the firm until his death in 1992 and the legacy of Jensen & Halstead continues with the current firm. The DuPage County Highway Department and Civil Defense Control Center would be one of Jensen & Halstead last municipal buildings. In 1961 the firm designed the Oak Park Hospital and began a career specializing in healthcare which continues today.^{28 29}

Prior to the DuPage Highway Department and Civil Defense Control Center, the firm had designed many noteworthy and influential buildings including:

- Leiter I: 1879, Chicago, IL, *demolished*.
- Leiter II: 1891, Chicago, IL, *landmarked*.
- Ludington Building: 1892, Chicago, IL, *landmarked*.
- Manhattan Building: 1891, Chicago, IL, *landmarked*.
- The Fair Department Store II: 1892, Chicago, IL, *demolished*.
- New York Life Insurance Building: 1894, Chicago, IL, *landmarked*.
- Lake View Building: 1906, Chicago, IL.
- Consumers Building: 1913, Chicago, IL.
- LeMoyne Building: 1915, Chicago, IL.
- Singer Building: 1926, Chicago, IL.
- Union League Club: 1926, Chicago, IL.
- West Town State Bank: 1930, Chicago, IL, *landmarked*.
- Packard, Rambler, Locomobile and Pierce Arrow showrooms: 1909-1917, Michigan Avenue Motor Row, Chicago, IL, *landmarked*.

The project architect for the building was Robert Glenn Wasson. Some biographical information is gleaned from Wasson's 1962 entry in the American Institute of Architects Directory. Wasson was born in

²⁷ "Jensen & Halstead LTD. A History of Innovation in Architecture." Jensen Halstead LTD. Accessed April 06, 2017. <http://www.jensenandhalstead.com/>.

²⁸ Ibid.

²⁹ "The AIA Historical Directory of American Architects." Jensen & Halstead (Firm). Accessed April 06, 2017. <http://public.aia.org/sites/hdoaa/wiki/Wiki%20Pages/ahd4006083.aspx>.

Toledo, Ohio on February 25, 1920 and received a Bachelor of Science in Architecture from the Illinois Institute of Technology in 1950. He worked for multiple firms including: Jensen & Halstead (Chief Draftsman); Stanton & Rockwell; Benard-Greenbaum & Associates (Draftsman); Deere & Co.; and Wight & Associates. Wasson joined the American Institute of Architects in 1956 and served on the Institute's Committee of Office Practice & Procedures from 1956-1959 and as the Chairman of the committee from 1958-1959.³⁰

PART II ARCHITECTURAL INFORMATION

A. General Statement:

The documented building is located in Wheaton, IL at 130 North County Farm Road and consists of the original main building and below ground stair and blast door to the Civil Defense Control Center and the non-historic above ground entrance enclosure, radio tower, and outbuildings. The building is presently unused and has been vacant since 2011.

B. Site:

1. General setting and orientation:

The building's site is located at 130 North County Farm Road in Wheaton at the northwest corner of County Farm and Manchester Roads on the west side of County Farm Road between the main entrance to the DuPage County Government Complex to the north and Manchester Road to the south. The building is oriented on an east-west axis. Originally, the site only included the documented building, the above ground entrance enclosure to the Civil Defense Control Center, walks which wrapped the perimeter of the building, angled parking along the east elevation and rear parking lot, and a drive leading from the entrance to site from County Farm Road around the east and south elevations to the rear parking lot. Modifications to the site have been made including the addition of the concrete pad and radio tower at the west elevation between 1978 and 1987 and the construction of the existing outbuildings located between the radio tower and parking lot in ca.2014, but overall the original site layout and elements remain.

C. Description of Exterior: DuPage County Highway Department and Civil Defense Control Center

1. Over-all dimensions:

The building is one-story tall with a lower level. The building is rectangular in plan with a projecting main entrance vestibule at the east elevation. The building measures approximately 101' long by 61' wide and is 13' tall.

Access to the lower level is via a tunnel located outside of the building footprint. An enclosed, one-story above ground entrance to the lower level Civil Defense Control Center is located at the northwest corner of the site and measures approximately 28' by 8'. The existing entrance enclosure is non-original. The enclosure is rectangular in plan with a gable roof and the main entrance is recessed beneath the roof.

³⁰ "The AIA Historical Directory of American Architects." Robert Glenn Wasson. Accessed April 06, 2017. <http://public.aia.org/sites/hdoaa/wiki/Wiki%20Pages/ahd1047299.aspx>.

2. Foundations:

Foundations are of reinforced concrete.

3. Walls:

The exterior walls of the building are set above aluminum frame, projecting glass curtain wall system with white, porcelain insulated panels above the windows and a tan, brick bulkhead in a running bond which also clads the center bay of the west elevation. The projecting vestibule walls are a dark brown brick in a stacked bond. The corners of the exterior curtain wall are recessed and also clad in white porcelain insulated panels.

4. Structural system, framing:

Above the reinforced concrete foundation, there is a 3' thick slab which forms the ceiling of the Civil Defense Control Center and floor of the Highway Department. The structure of the ground level is 3 bays wide by 5 bays long with steel columns supporting the roof structure.

5. Openings:

a. Doorways and doors:

There are four entrances for the building: one located at the east (main) elevation with auxiliary entrances at all other elevations. The east entrance is located at the projecting vestibule, clad in a dark brown brick in a stack bond. The entrance is a pair of double doors flanked by sidelights with three fixed transoms above. The doors, sidelights, and transoms are glass with aluminum frames. The original extruded, triangular-shaped sconces flank the entrance and "DuPage County" is located above the entrance in metal letters.

The auxiliary entrances are a simple, metal standard door. The north and south entrances have a glass transom above, while the west entrance is surrounded by the tan brick also located in the bulkhead.

There is one entrance to the Civil Defense Control Center at the west elevation of the above ground enclosure. The pair of double doors is recessed below the gable roof. The doors are metal, painted brown, with an upper and lower glass panel.

Additionally, there is a below ground exit from the Civil Defense Control Center at the southeast corner of the site via a metal hatch at ground level.

b. Windows:

The north and south facades are lined with evenly spaced curtain wall, each containing a glass panel with a white porcelain insulated panel above all inset within an aluminum frame and divided by aluminum mullions. At the east elevation there are ten windows on either side of the projecting entrance vestibule; on the west elevation there are twelve windows to the north of the entrance and eight to the south; on the north elevation there are ten windows to the east of the entrance and four windows to the west; and at the south elevation there are nine windows to the west of

the entrance and four windows to the east. At the west elevation the eighth window from the north is clad with a white, porcelain insulated panel original to the building.

- c. Other:**
N/A

6. Roof:

- a. Shape, covering:**
The building is covered with a flat roof and is a standard built-up roof system (BUR) with pea gravel.
- b. Cornice, eaves:**
The fascia is clad in aluminum.

7. Decorative features:

The building is Mid-Century Modern in style; it was designed to be utilitarian in use and is very simple. The streamlined curtain wall detailing, notably the aluminum projecting framework with porcelain panels cladding the recessed corners below the aluminum fascia at the roof line and the projecting stacked bond brick vestibule, are key features of this minimal modern aesthetic. Decorative features include the intact original sconces at the main entrance and a compass and elevation insert of colored concrete and bronze originally located at the main entrance which has since been removed.

D. Description: DuPage County Highway Department and Civil Defense Control Center

The DuPage County Highway Department and Civil Defense Control Center, located 130 North County Farm Road is a simple Mid-Century Modern building, one-story in height, clad in a glass and white porcelain insulated panel curtain wall with a tan-colored brick bulkhead and dark brown-colored projecting vestibule.

The ground level of the building which once housed the DuPage County Highway Department is open and simple. The space is configured around a central core which housed two vaults, a mechanical room, public toilet room, laboratory, and blue printing facilities. Around the perimeter of the interior space were the offices, lounge, lunch room, conference, room, and drafting room, divided from each other and the main corridors by glass partition walls. The ground level was remodeled multiple times and little historic fabric remains on the interior including an original bronze clock on the north wall of the reception area, glazed wall tiles in the public toilet room, and the terrazzo flooring in the vestibule and public toilet room.

Like the Highway Department spaces on the ground level the Civil Defense Control Center underwent multiple renovations, all of which occurred by 1978, just a few years after the control center was decommissioned and DU-Comm occupied the space. To enter, one would descend an enclosed stair from the ground level into a concrete tunnel on an east-west axis. Overhead and still in place today is the 2.5 ton blast door that would seal the shelter at the stairs. At the eastern end of the tunnel were the mechanical spaces and emergency supplies storage. Inside the tunnel, an L-shaped corridor, composed of concrete blocks, leads into the

vestibule located in the shorter leg of the “L” and then down along the longer leg of the “L”, on the north-south axis, passed the communications rooms and into the Civil Defense Operations Center (CDOC). All auxiliary spaces were located on the perimeter of the CDOC. To the west of the CDOC were the communications and transmitter spaces and the message center; to the north was the Men’s Toilet Rooms and Women’s Dormitory/Toilet Rooms and the State Office; to the south were the Office of Civil Defense Director & Deputy and the Medical Office and first aid dispensary; and finally to the southwest was the Men’s Dormitory and the Kitchen. Due to the extensive remodeling in the mid-1970s, very limited historic fabric remains on the interiors of these spaces including the wood wall paneling the Office of the Civil Defense Director and Deputy, Medical Office, and first aid dispensary. The most intact spaces include the Women’s and Men’s Toilet Rooms and the Kitchen. The toilet rooms retain the original stall partitions, wood shower seats, oversized, grey wall tiles, and terrazzo flooring. The kitchen remains fully intact including the wood cabinets, yellow Formica counters, original stove, and terrazzo flooring. Other original features include the wall-mounted lights in the tunnel and stair, vault, and wood shelving in the emergency supply storage.

PART III SOURCES OF INFORMATION

A. Original Architectural Drawings:

Obtained from DuPage County Facilities Management.

B. Early Views:

Various historic views of the DuPage County Highway Department and Civil Defense Control Center were printed in the Chicago Daily Tribune and are owned and maintained DuPage County Facilities Management.

C. Interviews:

None

D. Bibliography:

1. Primary and unpublished sources:

Bateman, Newton, Paul Selby, and Rufus Blanchard. *History of Du Page County, Illinois*. Chicago: O.L. Baskin, 1882.

Canfield, David. "DuPage Underground Control Center is Nation's First: Volunteers Use It for Training." *Chicago Daily Tribune* (Chicago, IL), September 10, 1959.

"Dedicate Nuclear Age Defense Center Sunday." *Chicago Daily Tribune* (Chicago, IL), October 19, 1958.

History of Du Page County: historical and biographical. Chicago: Munsell Pub. Co., 1913.

Richmond, C. W., and H. F. Vallette. *A history of the county of Du Page, Illinois: containing an account of its early settlement and present advantages, a separate history*

of the several towns, including notices of religious organizations, education, agriculture and manufactures, with the names and some account of the first settlers in each township and much valuable statistical information. Chicago, IL: Chicago, Steam presses of Scripps, Bross & Spears, 1857.

Thompson, John H. "Wheaton Site of First H-Shelter: Could Withstand Near Miss." Chicago Daily Tribune (Chicago, IL), April 11, 1958.

2. Secondary and published sources:

Grossman, James R., Ann Durkin. Keating, and Janice L. Reiff. The encyclopedia of Chicago. Chicago: University of Chicago Press, 2004.

"Jensen & Halstead LTD. A History of Innovation in Architecture." Jensen Halstead LTD. Accessed April 06, 2017. <http://www.jensenandhalstead.com/>.

Lester, Kerry. "Lester: Wheaton's Cold War bunker enters final days." *Daily Herald*, June 21, 2016. <http://www.dailyherald.com/article/20160620/news/160629977/>.

McGrath, Steph. "DuPage County." DuPage County. 2005. Accessed April 06, 2017. <http://www.encyclopedia.chicagohistory.org/pages/396.html>.

"The AIA Historical Directory of American Architects." Edward Grey Halstead. Accessed April 06, 2017. <http://public.aia.org/sites/hdoaa/wiki/Wiki%20Pages/ahd1017925.aspx>.

"The AIA Historical Directory of American Architects." Jensen & Halstead (Firm). Accessed April 06, 2017. <http://public.aia.org/sites/hdoaa/wiki/Wiki%20Pages/ahd4006083.aspx>.

"The AIA Historical Directory of American Architects." Robert Glenn Wasson. Accessed April 06, 2017. <http://public.aia.org/sites/hdoaa/wiki/Wiki%20Pages/ahd1047299.aspx>.

E. Likely Sources Not Yet Investigated:

DuPage County Historical Society
Wheaton, IL

National Archives

- Records of the Office of Civil and Defense Mobilization
- Records of the Office of Defense Mobilization
- Office of Defense and Civilian Mobilization

Washington, D.C.

F. Supplemental Material:

Selected historic illustrations and photographs are appended. See Index to Supplemental Materials.

PART IV METHODOLOGY OF RESEARCH

A. Research Strategy

Adhering to HIBS/HIER guidelines, document the subject properties through research of historic records, photographs and maps. Review material available at relevant archives and repositories. Use available research to document changes over time.

B. Actual Research Process

Reviewed documentation provided by DuPage County Facilities Management (client).

Conducted one site visits to photographically document the site and to take note of the existing site conditions and features.

Searched archives, local newspapers, and maps to locate information about the physical history and development of the subject property.

Contacted the architectural firm of Jensen & Halsted for any archival information on the building including photographs and biographical information on the project architect.

Submitted 95% draft for review by David Halpin, Cultural Resources Manager, Illinois Historic Preservation Agency (IHPA).

Prepared final HIBS package per IHPA authorization letter dated May 5 2017.

C. Archives and Repositories Used

The AIA Historical Directory of American Architects

Chicago Historical Society

Chicago Tribune Historical Archive

DuPage County Facilities Management Archive

Illinois Digital Archives at the Abraham Lincoln Presidential Library

Internet Archive (archive.org)

Library of Congress online archives (<http://www.loc.gov>):

- “Chronicling America: Historic American Newspapers”
- “Historic American Buildings Survey/Historic American Engineering Record/Historic American Landscapes Survey”

The Newberry Library, Chicago, IL

D. Research Staff

1. Primary Preparer:

Erica Ruggiero, Historic Preservation Specialist
McGuire Iglesias & Associates, Inc.
Evanston, IL

2. Photographer:

Leslie Schwartz
Leslie Schwartz Photography
Chicago, IL

3. Delineator(s):

N/A

PART V PROJECT INFORMATION STATEMENT

This HIBS documentation project was undertaken to document the DuPage Highway Department and Civil Defense Control Center at 130 North County Farm Road Wheaton, IL prior to demolition of the subject property as agreement upon between the Illinois Historic Preservation Agency and DuPage County. The HIBS documentation completed will be deposited with the archives section of the Illinois State Historical Library as well as Special Collections at Southern Illinois University's Morris Library.

Preparation of this documentation was funded and assisted by DuPage County and was undertaken by McGuire Iglesias & Associates, Inc, Evanston, Illinois, under the direction of Anne McGuire, President. Photography was performed by Leslie Schwartz, Leslie Schwartz Photography, Chicago, Illinois.

HISTORIC ILLINOIS BUILDING SURVEY

INDEX TO PHOTOGRAPHS

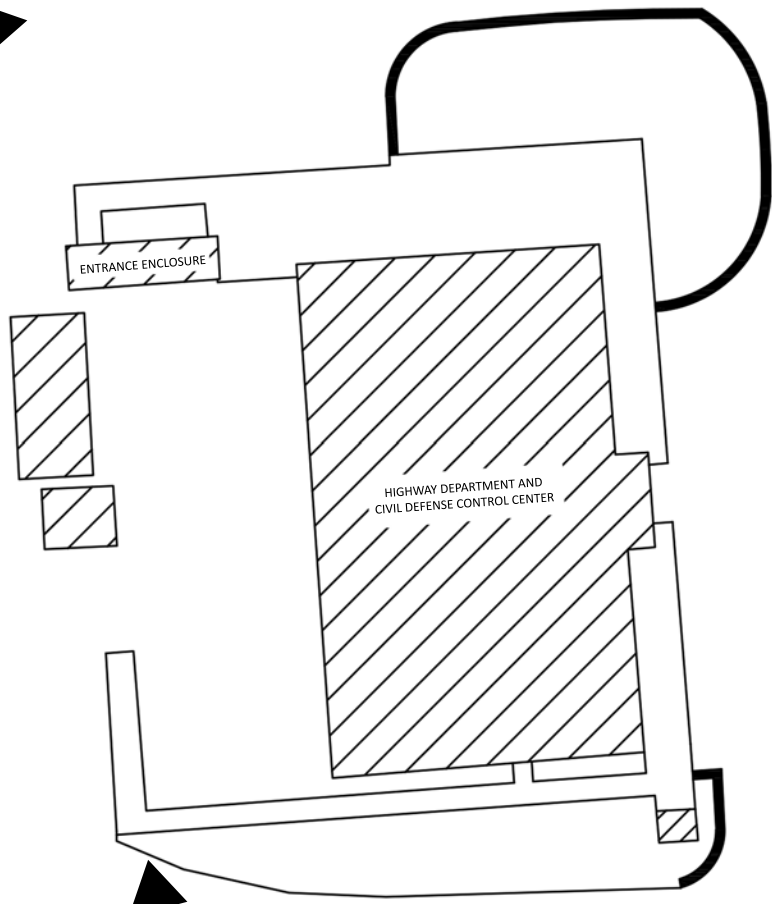
DuPage County Highway Department and
Civil Defense Control Center
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Illinois

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Leslie Schwartz, Photographer March 2017

- HIBS No. DU-2017-01.1 View of east (front) elevation looking west.
- HIBS No. DU-2017-01.2 View of the south (side) and west (rear) elevations looking northeast.
- HIBS No. DU-2017-01.3 View of the site including the DuPage County Highway Department Building and above ground entrance to the Civil Defense Control Center looking southeast.
- HIBS No. DU-2017-01.4 View of the DuPage County Highway Department Building vestibule, reception, and general office space looking southeast.
- HIBS No. DU-2017-01.5 View of tunnel entrance to the Civil Defense Control Center looking east.
- HIBS No. DU-2017-01.6 Detail of Civil Defense Control Center door used to seal the underground bunker.
- HIBS No. DU-2017-01.7 View of the women's decontamination shower looking west.
- HIBS No. DU-2017-01.8 View of medical office with first aid area in the background looking south east
- HIBS No. DU-2017-01.9 View of kitchen looking north.
- HIBS No. DU-2017-01.10 View of Emergency Storage Room looking northeast.

COUNTY FARM ROAD

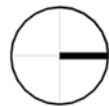


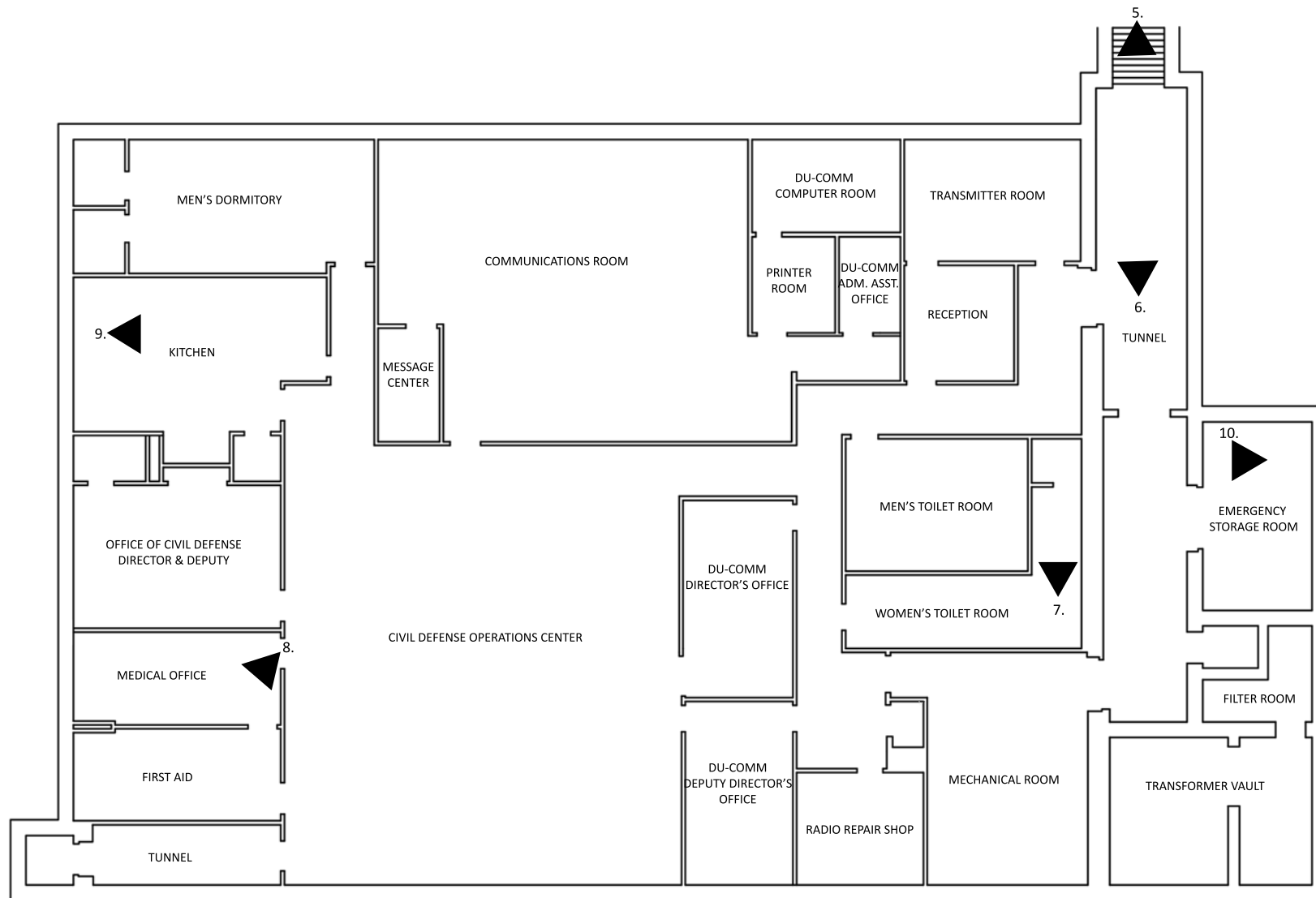
PHOTOGRAPHIC VIEW KEY
SITE PLAN





PHOTOGRAPHIC VIEW KEY
GROUND LEVEL





PHOTOGRAPHIC VIEW KEY
 LOWER LEVEL





14902 CLINTON

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HISTORIC ILLINOIS BUILDING SURVEY

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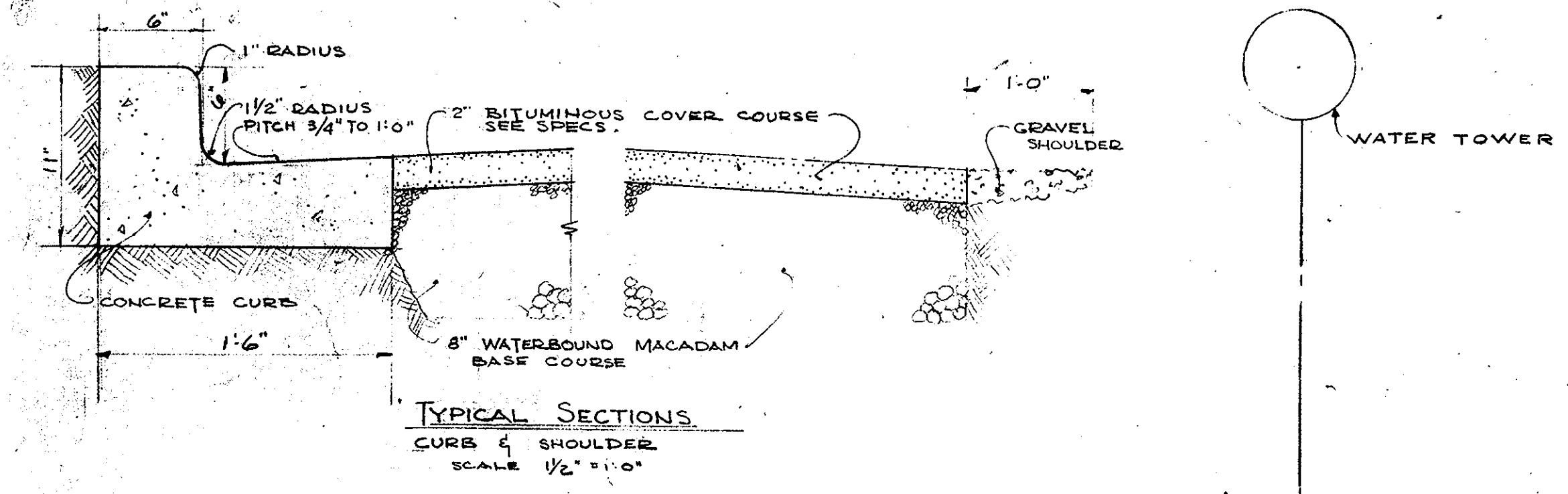
<u>IDENTIFIER</u>	<u>TITLE</u>
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Jensen & Halstead. "DuPage County Highway Department and Civil Defense Control Center"
Commission #3416, November 25, 1957.

1	Drawing No. P: PLOT PLAN
2	Drawing No. S1: FOUNDATION, FIRST FLOOR & ROOF FRAMING PLAN
3	Drawing No. S2: SCHEDULE, DETAILS & SECTION
4	Drawing No. 1: BASEMENT PLAN
5	Drawing No. 2: GROUND FLOOR PLAN
6	Drawing No. 3: ELEVATIONS
7	Drawing No. 4: ROOF PLAN & EXTERIOR DETAILS
8	Drawing No. 5: DOOR & ROOM FINISH SCHEDULES & DETAILS
9	Drawing No. 6: INTERIOR ELEVATIONS, CROSS SECTION & DETAILS
10	Drawing No. 7: MISCELLANEOUS DETAILS
11	Drawing No. 8: GROUND FLOOR REFLECTED CEILING PLAN
12	Drawing No. PA1: ROLLING BLAST DOOR FOR STAIRWAY
13	Drawing No. PA2: ROLLING BLAST DOOR DETAILS
14	Drawing No. PA3: BASEMENT REFLECTED CEILING PLAN
15	Drawing No. PA5: STAIR ENCLOSURE

BOILER HSE

CONVALESCENT HOME



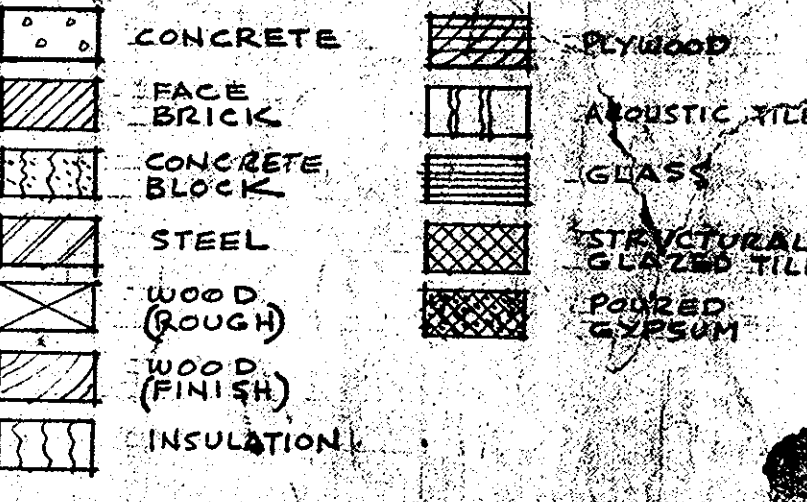
INDEX TO DRAWINGS

NO.	TITLE
P	PLOT PLAN
1	BASEMENT FLOOR PLAN
2	FIRST FLOOR PLAN
3	ELEVATIONS
4	ROOF PLAN & EXTERIOR DETAILS
5	SCHEDULES & DETAILS
6	INTERIOR ELEVATIONS & CROSS SECTIONS
7	MISCELLANEOUS DETAILS
8	REFLECTED CEILING PLAN
S1	FOUNDATION & ROOF FRAMING
S2	DETAILS
M1	1ST FLOOR HGT. VENT. & FLOOR PLAN
M2	BASEMENT HGT. VENT. & FLOOR PLAN
E1	1ST FLOOR ELECTRICAL PLANS & DETAILS
E2	BASEMENT ELECTRICAL PLANS & DETAILS
E3	COMMUNICATIONS PLANS & DETAILS

LIST OF ABBREVIATIONS

- ROOM NUMBER
- DOOR NUMBER
- AC.T. ACOUSTIC TILE
- C.B. CONCRETE BLOCK
- CONC. CONCRETE
- MARB. MARBLE
- V.A.T. VINYL ASBESTOS TILE
- EXP. C.B. EXPOSED CONCRETE BLOCK
- R.S. RUBBER BASE
- B. PLY. BIRCH PLYWOOD
- WAL. PLY. WALNUT PLYWOOD
- CEM. CEMENT
- G.T. GLAZED TILE
- H.M. HOLLOW METAL
- EXP. BRICK EXPOSED BRICK

MATERIAL INDICATIONS

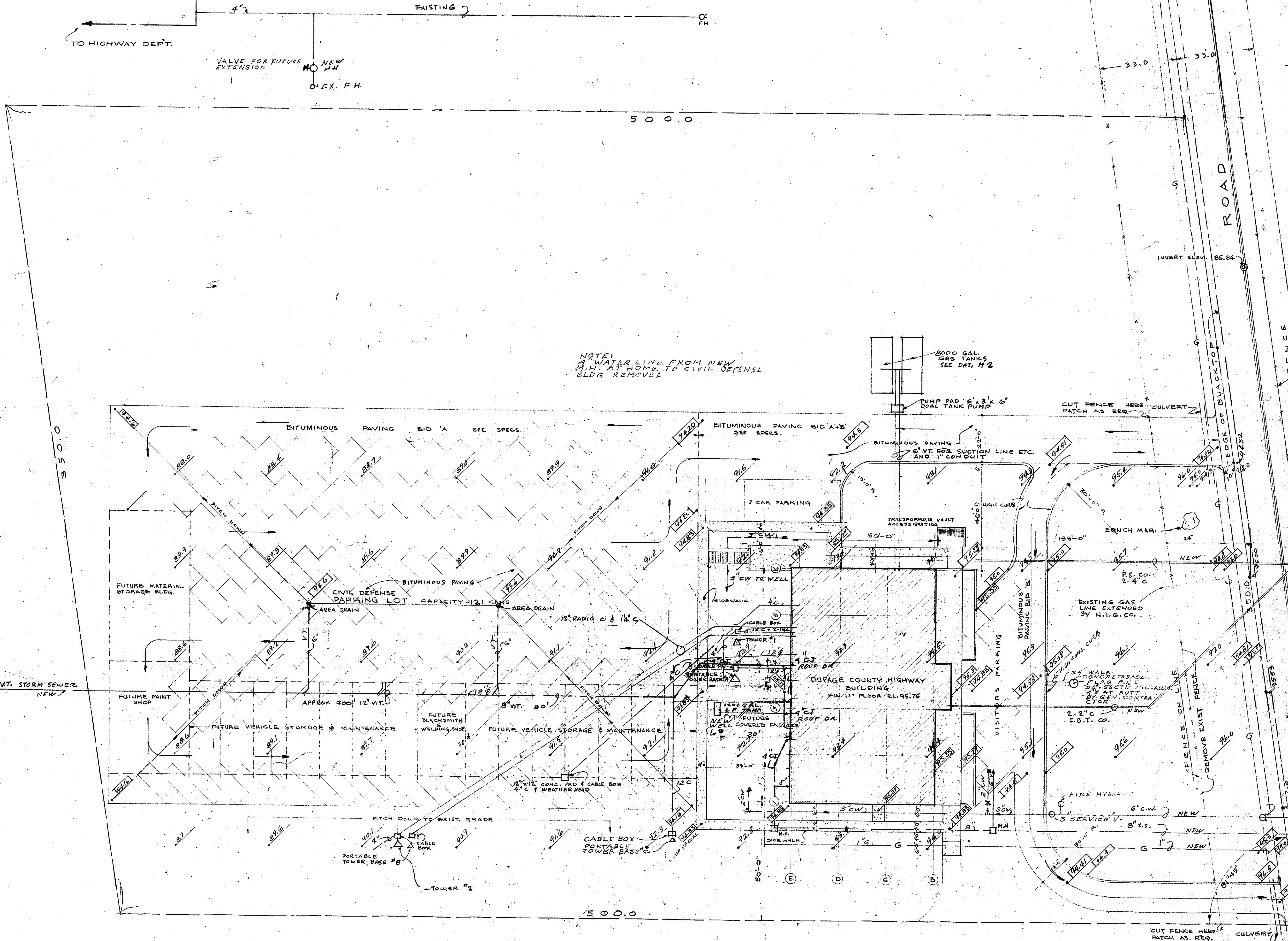


PLOT PLAN INDICATIONS

- DIMENSIONS IN FEET & DECIMALS
- INDICATES SANITARY SEWER MANHOLE
- INDICATES UTILITY POLE
- INDICATES TREE & SIZE
- INDICATES FLOW OF TRAFFIC
- EXISTING GRADE ELEVATION
- FINISH GRADE ELEVATION

BENCH MARK 3
RAILROAD SPIKE INTER. BEAR. WESTERLY RIGHT OF WAY LINE OF COUNTY FARM ROAD 1/4 MI. S. OF NORTH LINE OF PROPERTY. ELEVATION 100.00

KEY
A - DETAIL OR SECTION
1 - SHEET NUMBER



PLOT PLAN
SCALE 1" = 20'-0"

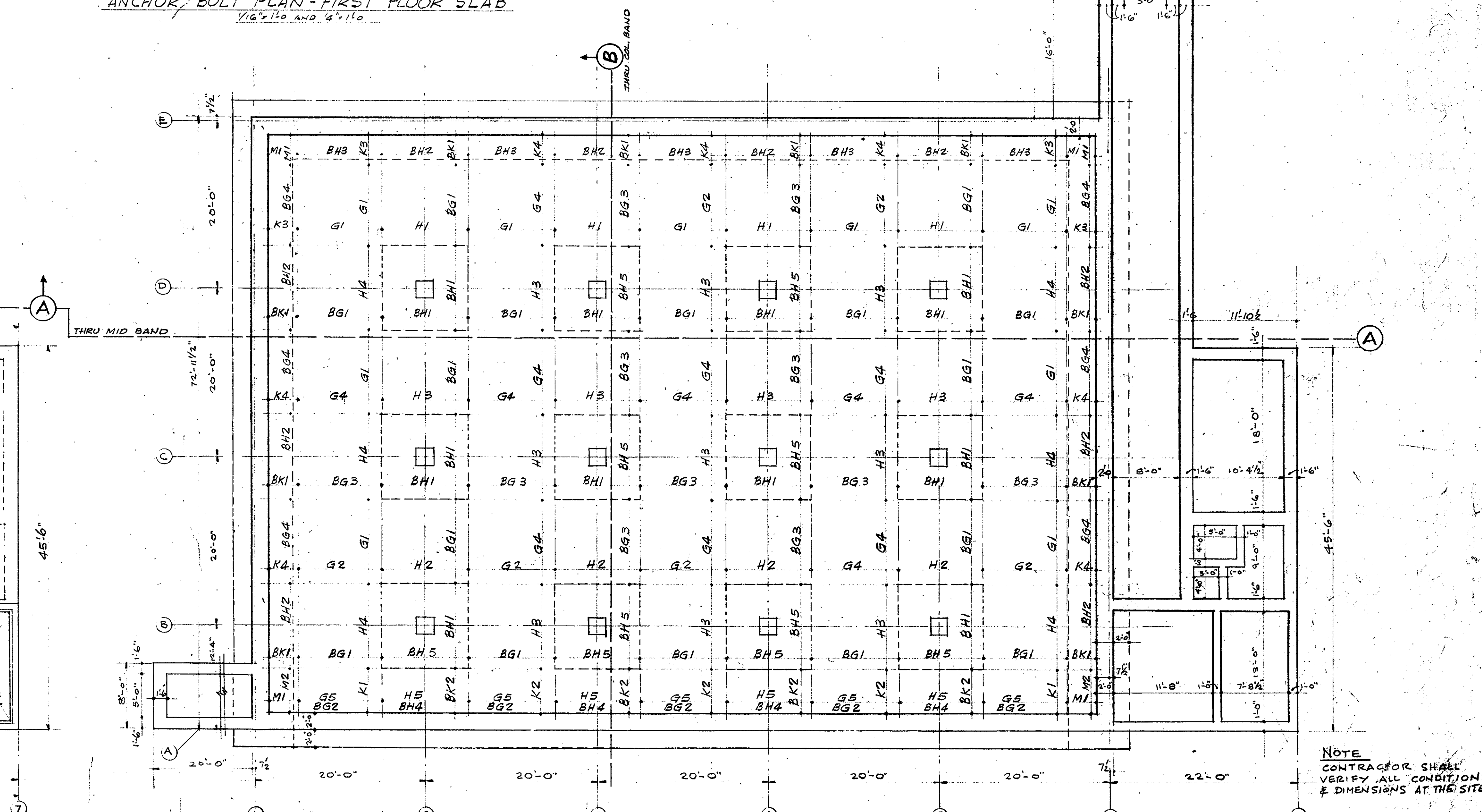
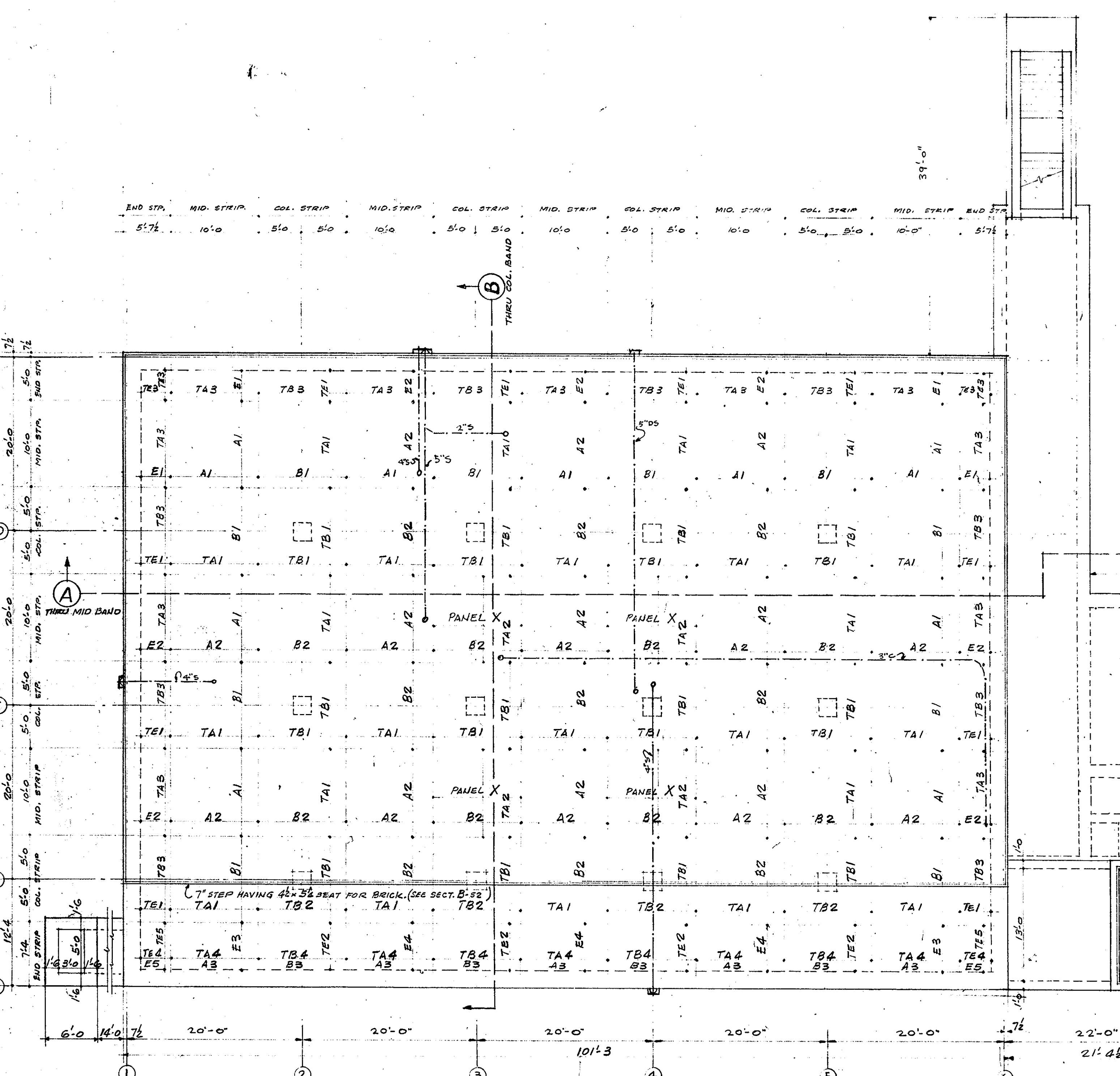
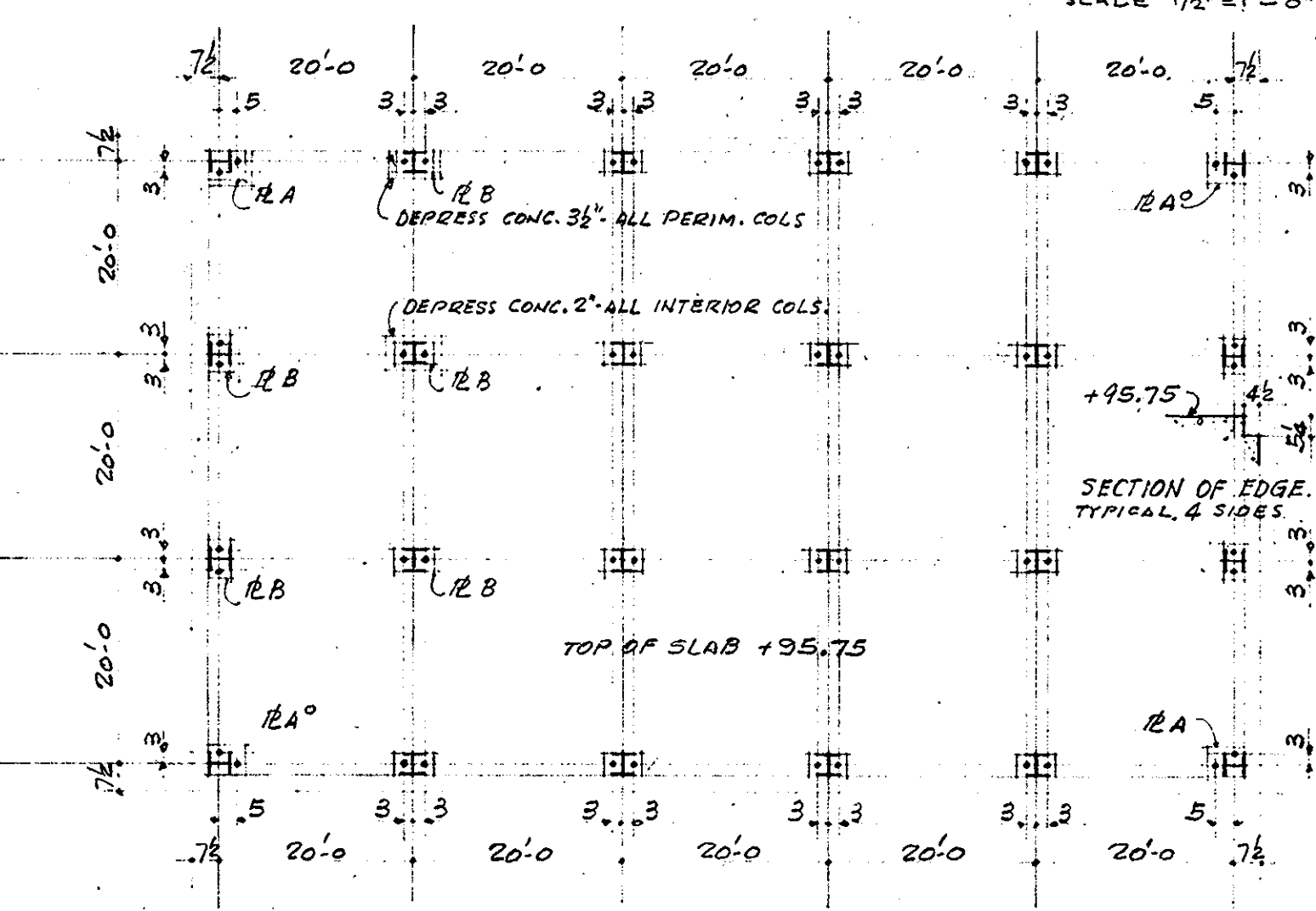
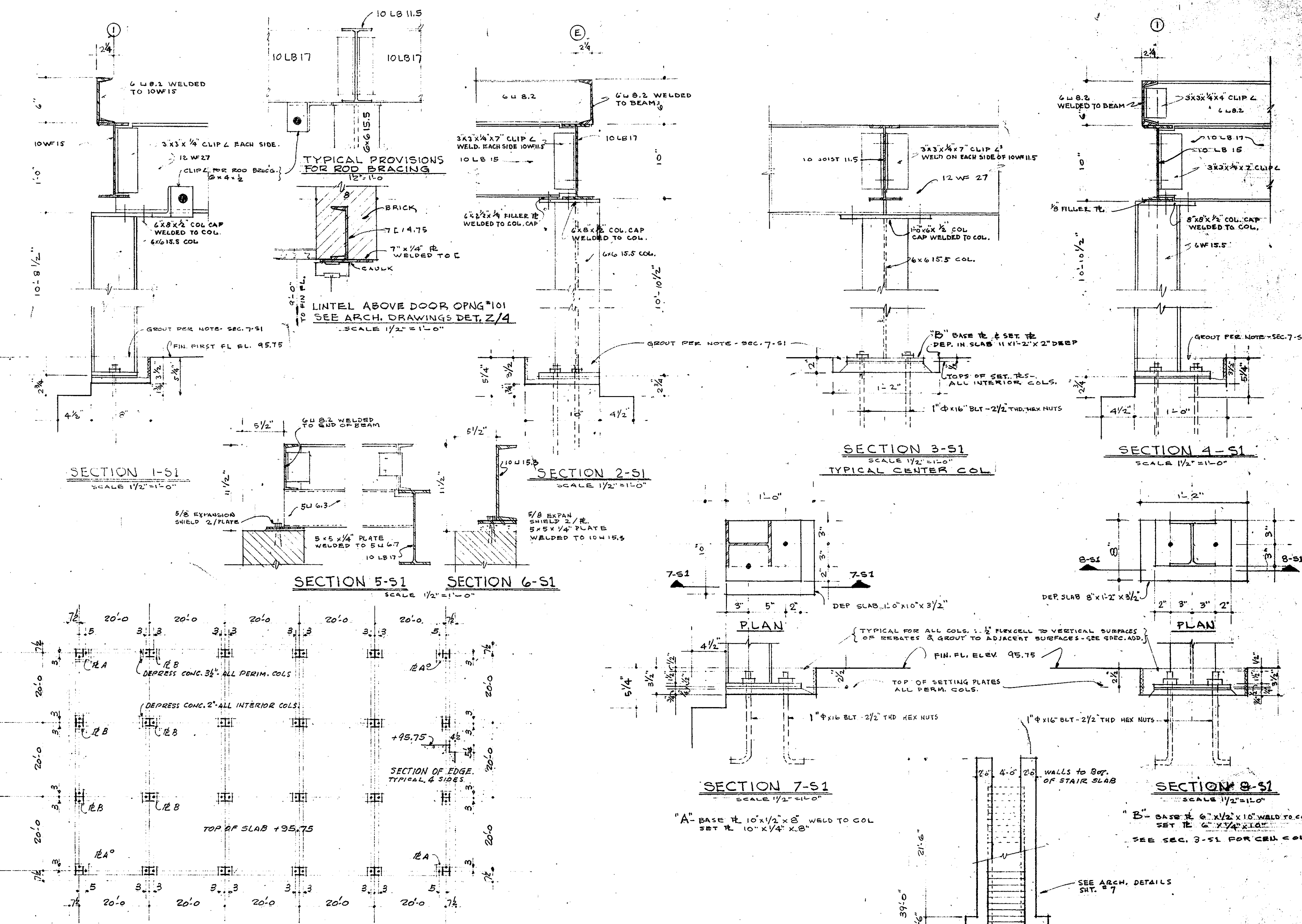
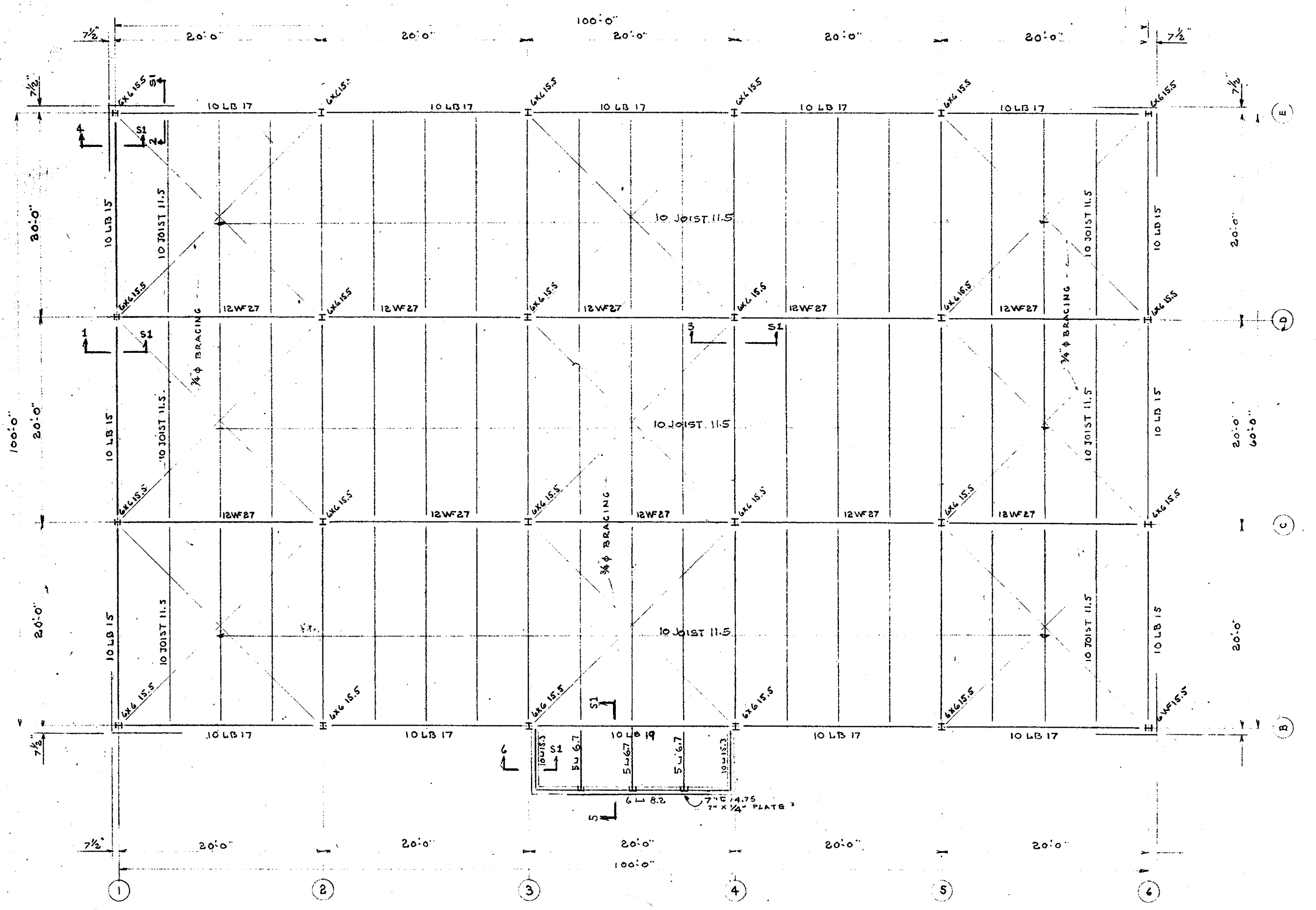
DUPAGE COUNTY HIGHWAY DEPARTMENT AND CIVIL DEFENSE CONTROL CENTER

NOTE CONTRACTOR SHALL VERIFY ALL CONDITIONS & DIMENSIONS AT THE SITE

MARK	REVISIONS	DATE
	PLOT PLAN	
	DUPAGE COUNTY HIGHWAY DEPARTMENT AND CIVIL DEFENSE CONTROL CENTER	
	REVISIONS	

REV. 5/15/50
REV. 11/1/50
REV. 11/14/50

3416 P



PLAN - FIRST FLOOR SLAB. $\frac{1}{8}'' = 1'-0''$. TOP OF SLAB AT +95.75

PLAN - FOUNDATIONS. $\frac{1}{8}'' = 1'-0''$. TOP OF SLAB AT +83.25, EXC. AS NOTED.

NOTE: CONTRACTOR SHALL VERIFY ALL CONDITIONS & DIMENSIONS AT THE SITE.

REV. DEC. 9, 1957

FOUNDATION, FIRST FLOOR & ROOF FRAMING PLAN

DUPAGE COUNTY HIGHWAY DEPARTMENT

AND CIVIL DEFENSE CONTROL CENTER

3416

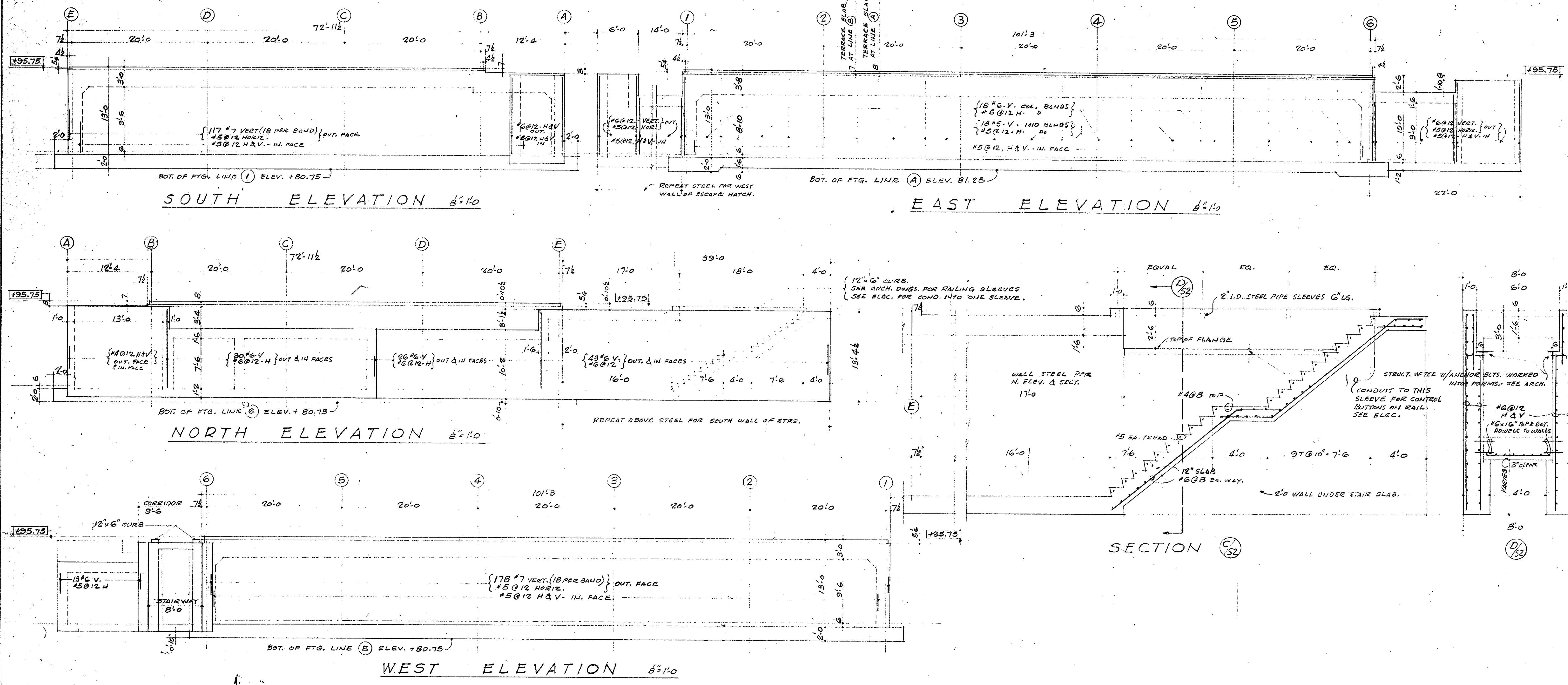
JERSEN & HANSTEAD ARCHITECTS-ENGINEERS

228 N. LA SALLE ST.

CHICAGO, ILL.

NOV. 25, 1957

S1



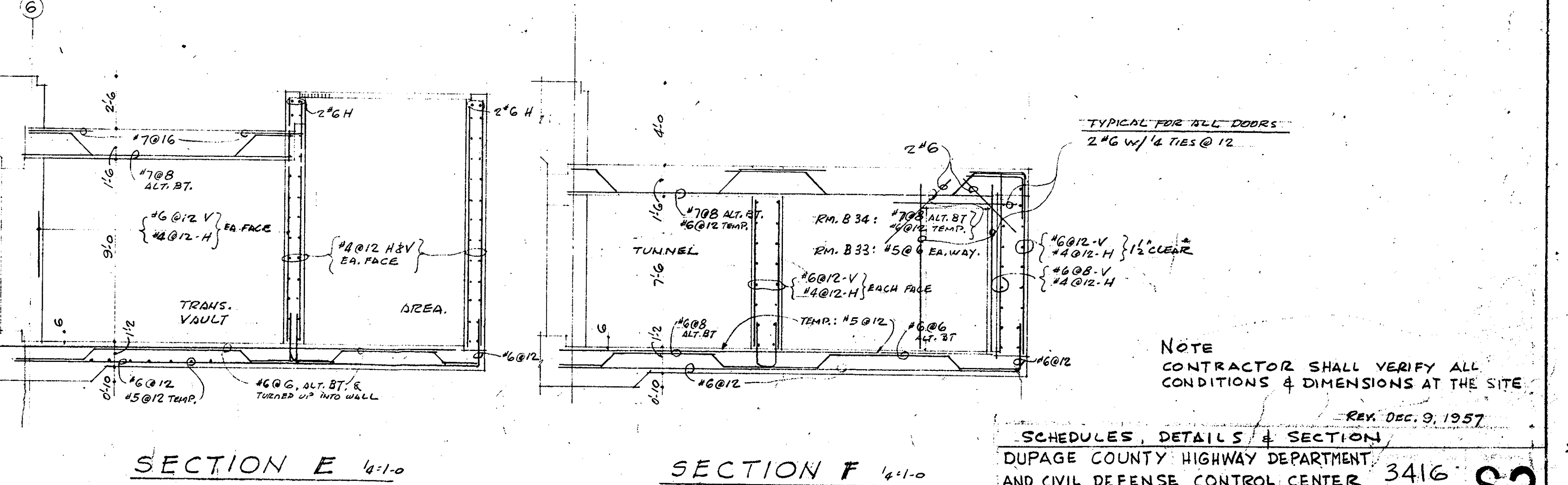
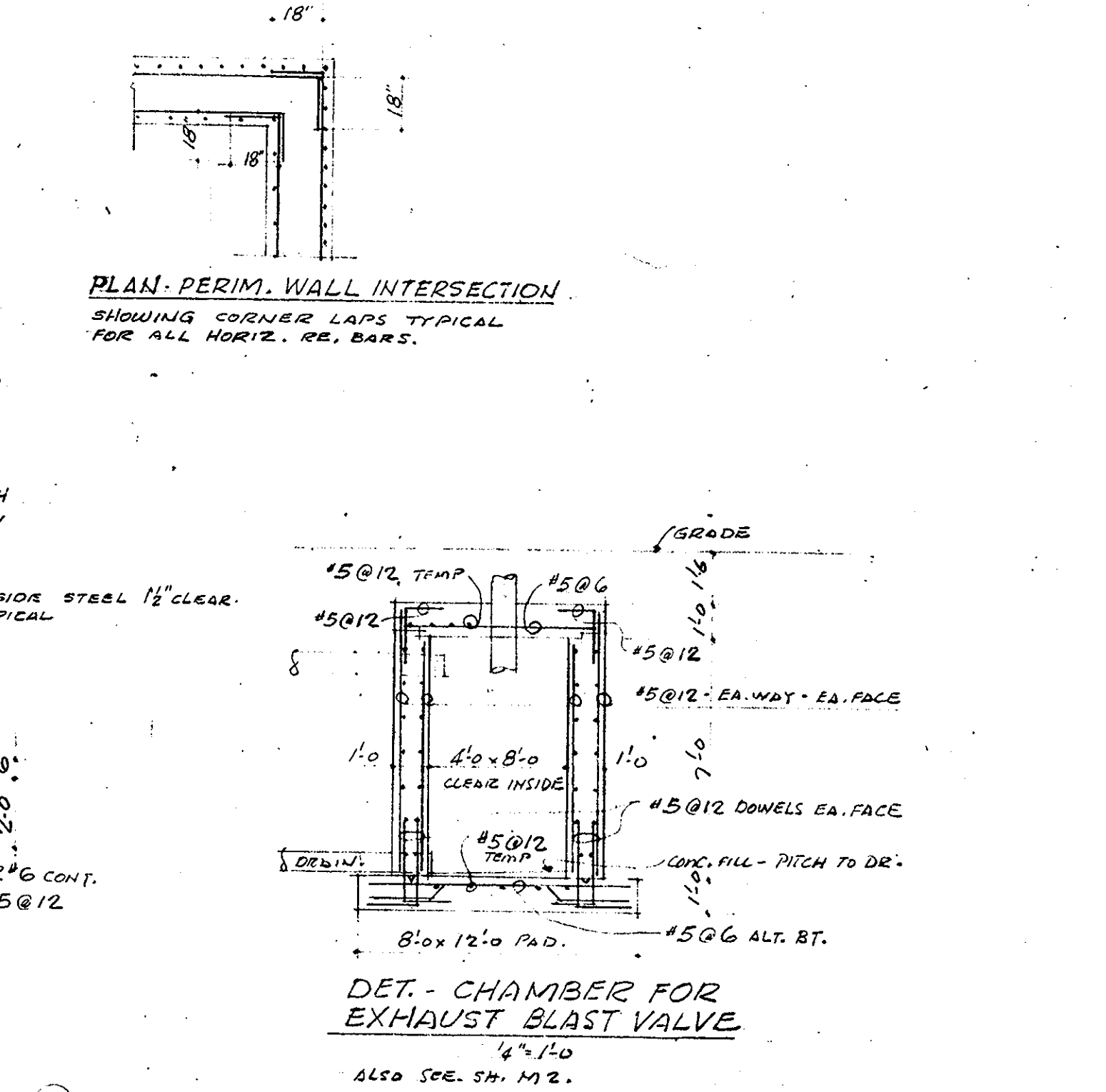
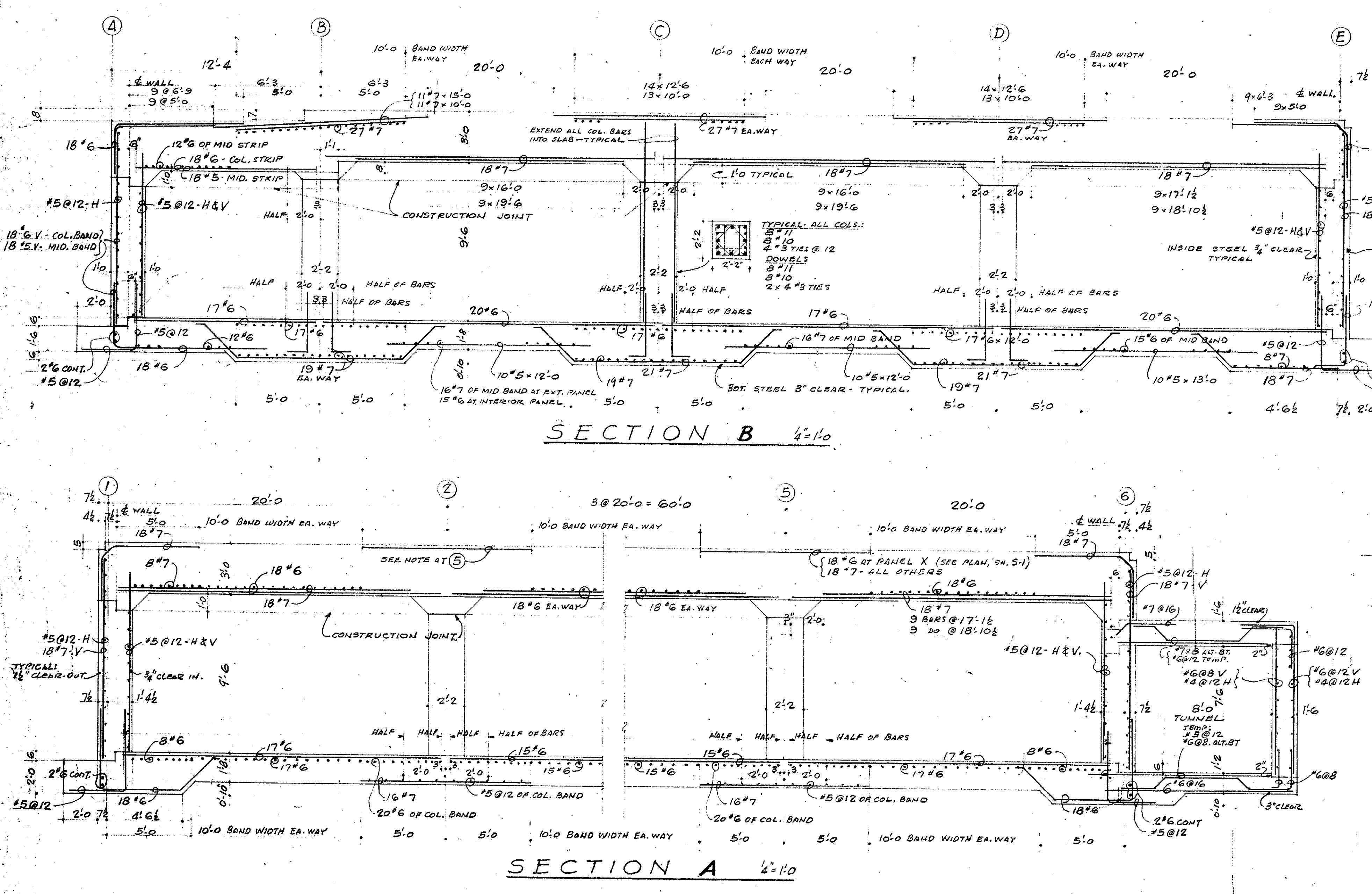
SCHEDULES

TOP SLAB

BAND	BOTT.	TOP	REMARKS	BAND	BOTT.	TOP	REMARKS
A1	3/4" x 17'-1/2"	3/4" x 18'-10 1/2"		T84		3/4" x 6'-3" + END	BEND & EXTEND TO JOINT OF ROOF & WALL
A2	3/4" x 16'-0"	3/4" x 19'-6"		B3	3/4" x 10'-7"	3/4" x 8'-10"	
TA1		18" x 10'-0"		E1	4" x 17'-1/2"	4" x 18'-10 1/2"	
TA2		18" x 10'-0"		E2	4" x 17'-1/2"	4" x 18'-10 1/2"	
TAB		18" x 5'-0" + END	BEND & EXTEND TO JOINT OF ROOF & WALL	E3	6" x 17'-1/2"	6" x 18'-10 1/2"	
TA4		18" x 5'-0" + END	DO	E4	6" x 16'-0"	6" x 19'-6"	
A3	3/4" x 10'-7"	3/4" x 8'-10"		E5	4" x 10'-7"	4" x 8'-10"	
B1	3/4" x 17'-1/2"	3/4" x 18'-10 1/2"		TE1	4" x 12'-6"	4" x 10'-0"	
B2	3/4" x 16'-0"	3/4" x 19'-6"		TE2	6" x 12'-6"	6" x 10'-0"	
TB1		14" x 12'-6"		TE3	8" x 7'-5" + END	DO	
TB2		11" x 15'-0"		TE4	8" x 6'-5" + END	DO	
TB3		9" x 17'-1/2"		TE5	12" x 6'-5" + END	DO	

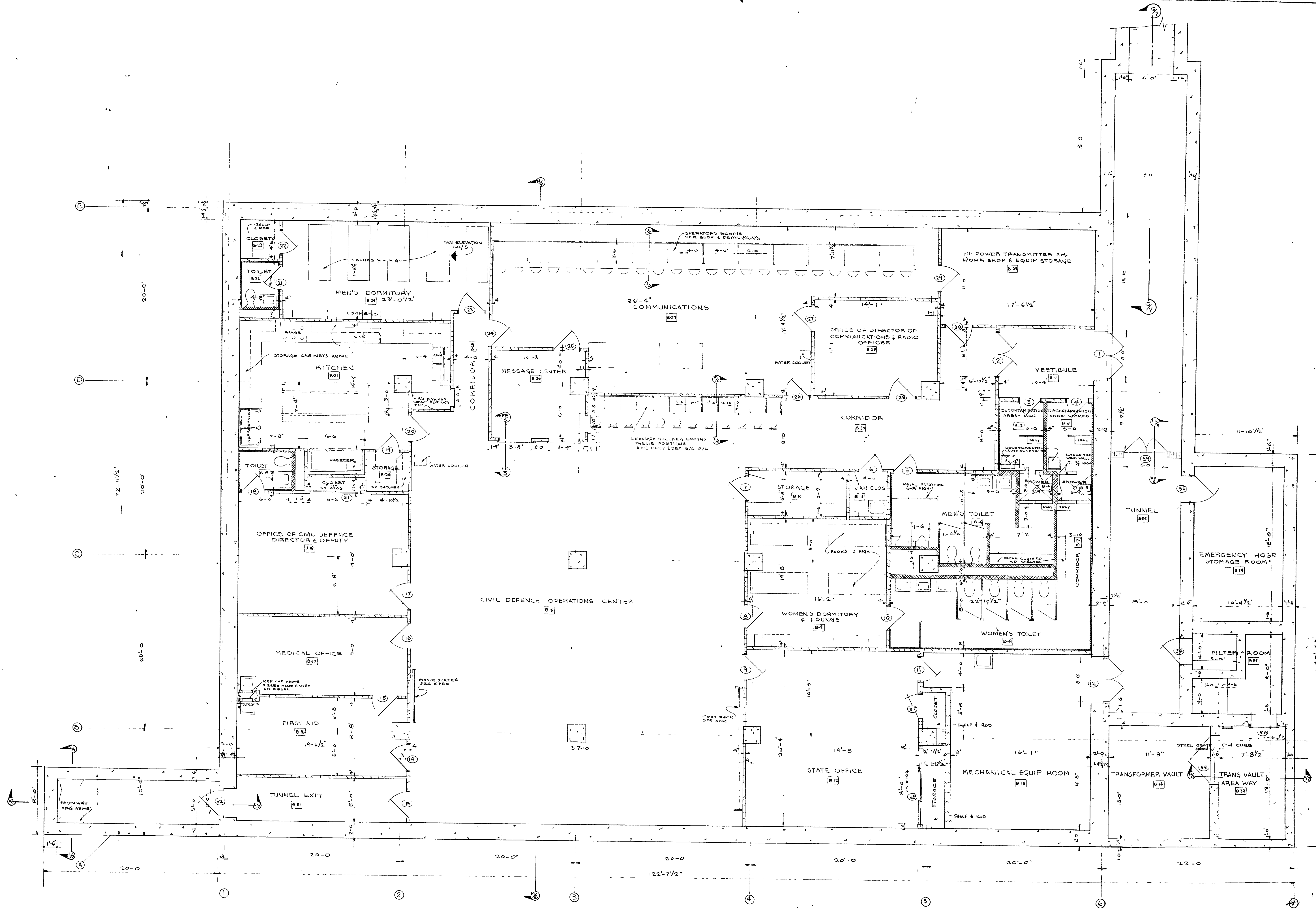
BOTTOM SLAB

BAND	BOTT. STR. BENT	TOP	REMARKS	BAND	BOTT. STR. BENT	TOP	REMARKS
G1		8" x 17'-1/2"		BH3	18" x 6"		SEE SECT. (C)
G2		8" x 18'-10 1/2"		BH1	21" x 7"		SEE SECT. (E)
BG3	15" x 10'-0"			BH2	18" x 7"		DO
G4		7" x 16'-0"		K1	6" x 17'-1/2"		
G5		8" x 19'-6"		K2	6" x 16'-0"		
BG1	16" x 10'-0"		SEE SECT. (B)	K3	4" x 17'-1/2"		
BG2	18" x 8'-0"		BEND UP AT WALLS FOR DOWNELS	K4	4" x 18'-10 1/2"		
BH4	18" x 8'-0"		DO	M1	8" x 8'-0"		
H1		10" x 17'-1/2"		BK1	8" x 12'-6"		
H2		10" x 18'-10 1/2"		BK2	12" x 12'-6"		BEND SAME AS BH3
H3		10" x 19'-6"		M2	12" x 6"		
H4		10" x 17'-1/2"		BG4	18" x 6"		
H5		8" x 8'-7"		BH5	19" x 7"		SEE SECT. (E)



NOTE: SECTIONS A AND B SHOW ONLY GENERAL ARRANGEMENTS OF BARS. SEE SLAB SCHEDULE FOR OTHER CONDITIONS

NOTE: CONTRACTOR SHALL VERIFY ALL CONDITIONS & DIMENSIONS AT THE SITE.

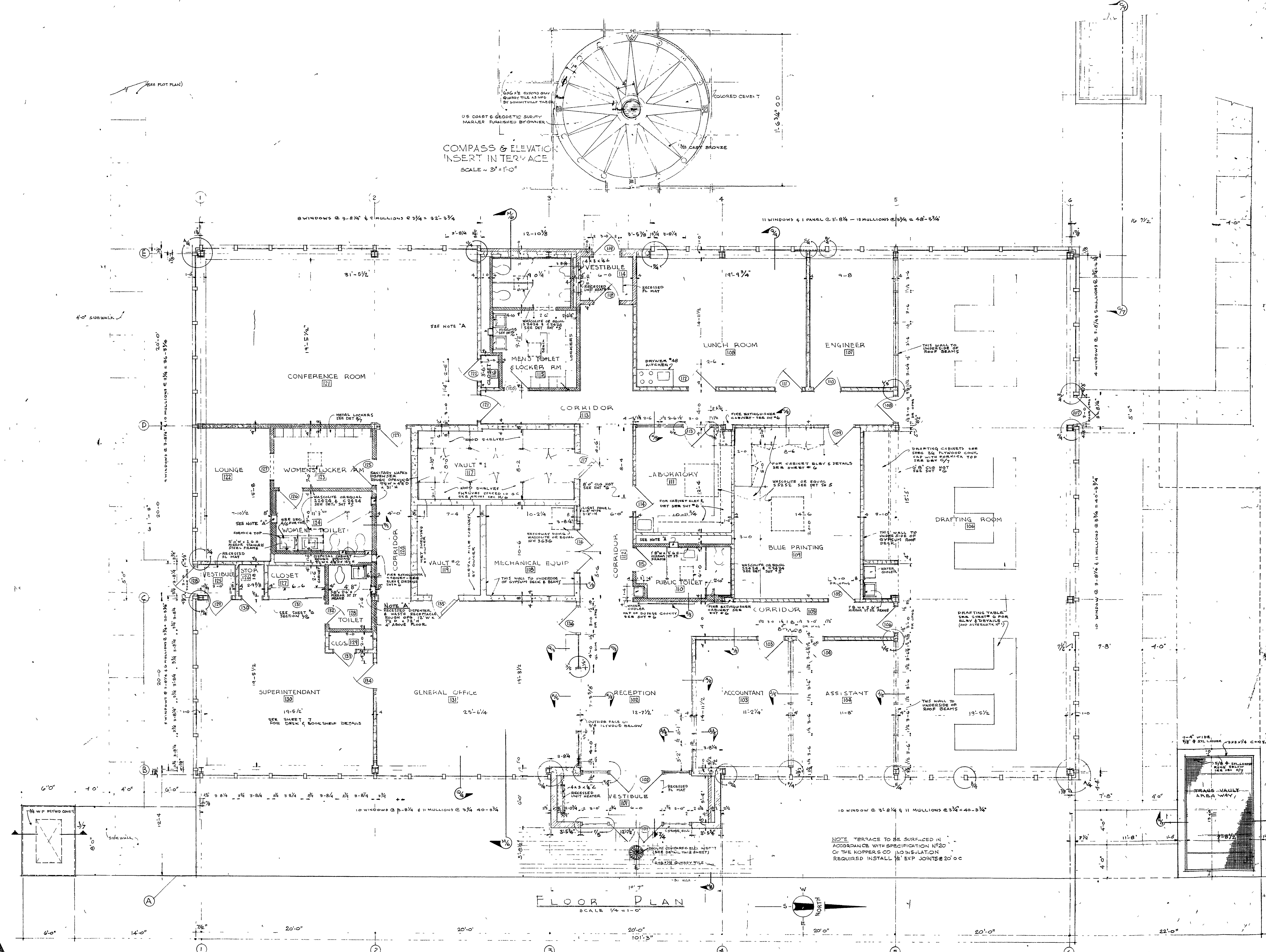
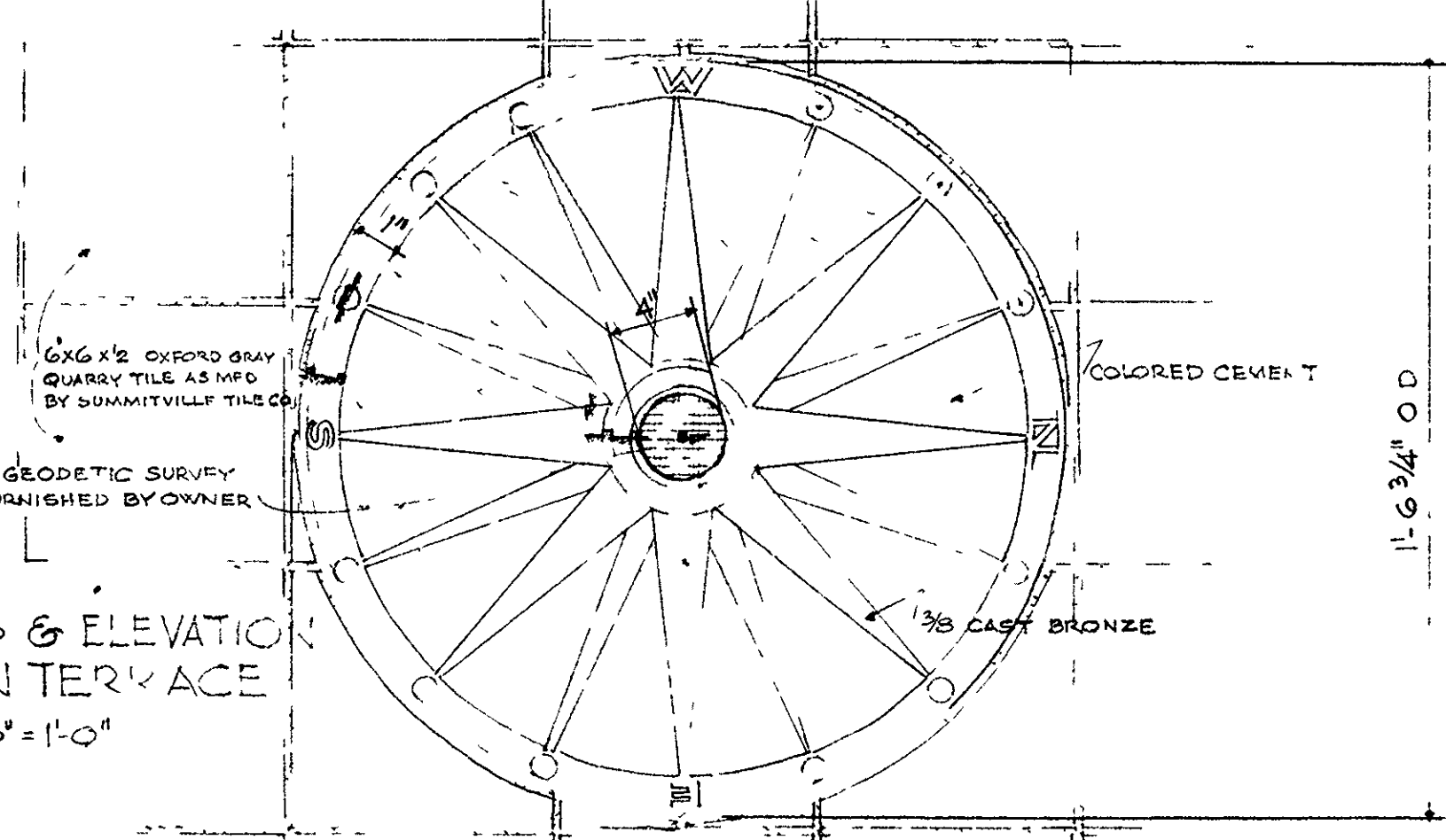


BASEMENT PLAN
SCALE 1/4" = 1'-0"

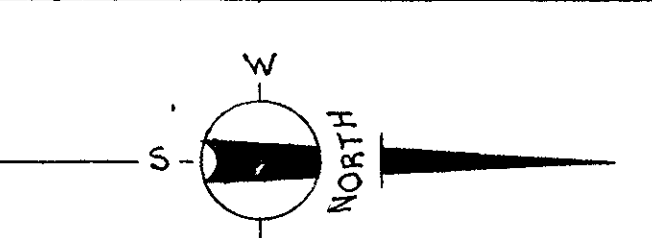


NOTE
CONTRACTOR SHALL VERIFY ALL
CONDITIONS & DIMENSIONS AT THE SITE

MARK		REVISIONS		BY		DATE	
<p align="center">BASEMENT FLOOR PLAN DUPAGE COUNTY HIGHWAY DEPARTMENT AND CIVIL DEFENSE CONTROL CENTER</p>							
						3416	
						AS NOTED	
						NOV. 25, 1957	

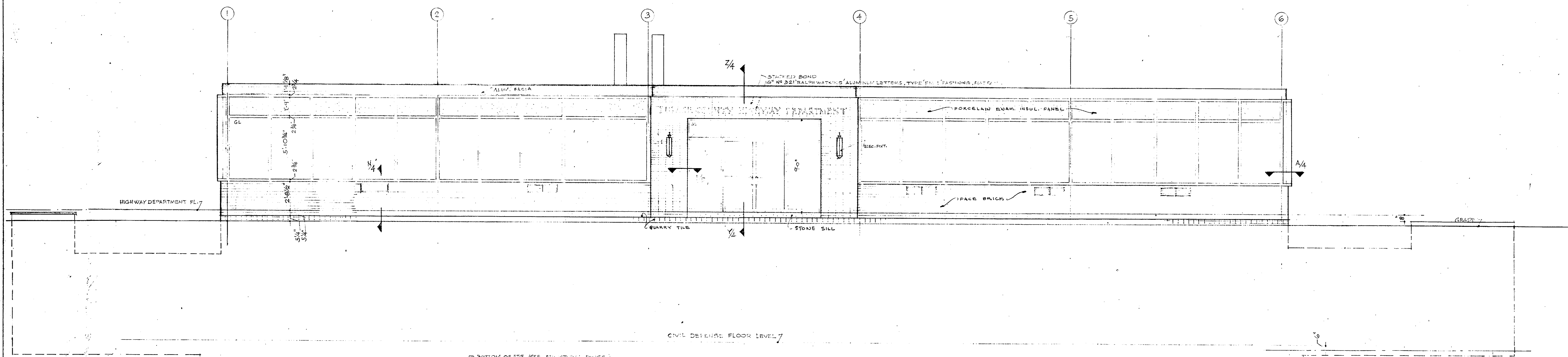


FLOOR PLAN
SCALE 1/4" = 1'-0"

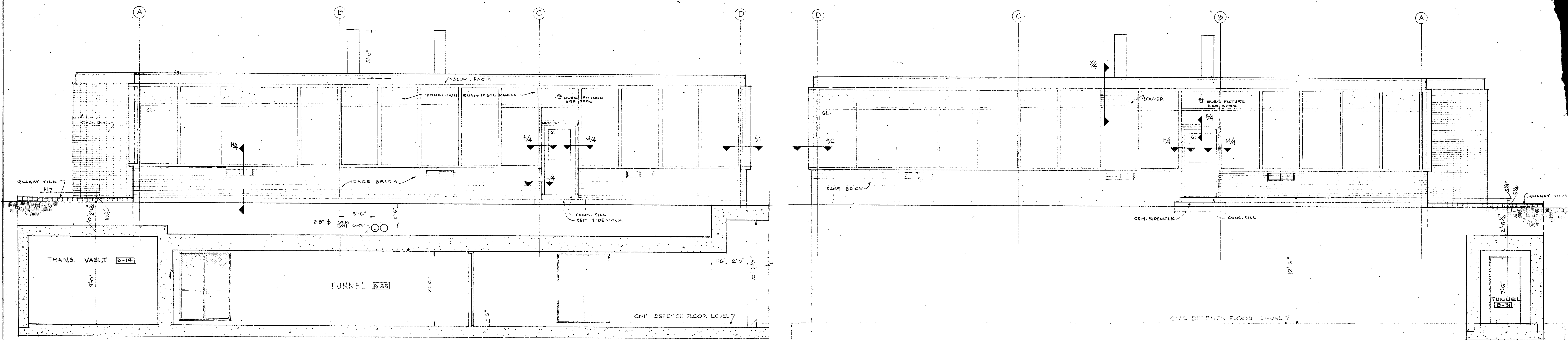


NOTE: THE CONTRACTOR SHALL VERIFY ALL CONDITIONS & DIMENSIONS AT THE SITE

FIRST FLOOR PLAN		DATE	BY
DUPAGE COUNTY HIGHWAY DEPARTMENT AND CIVIL DEFENSE CONTROL CENTER		3-11-61	AS NOTED
REVISIONS		NOV 25 1961	2

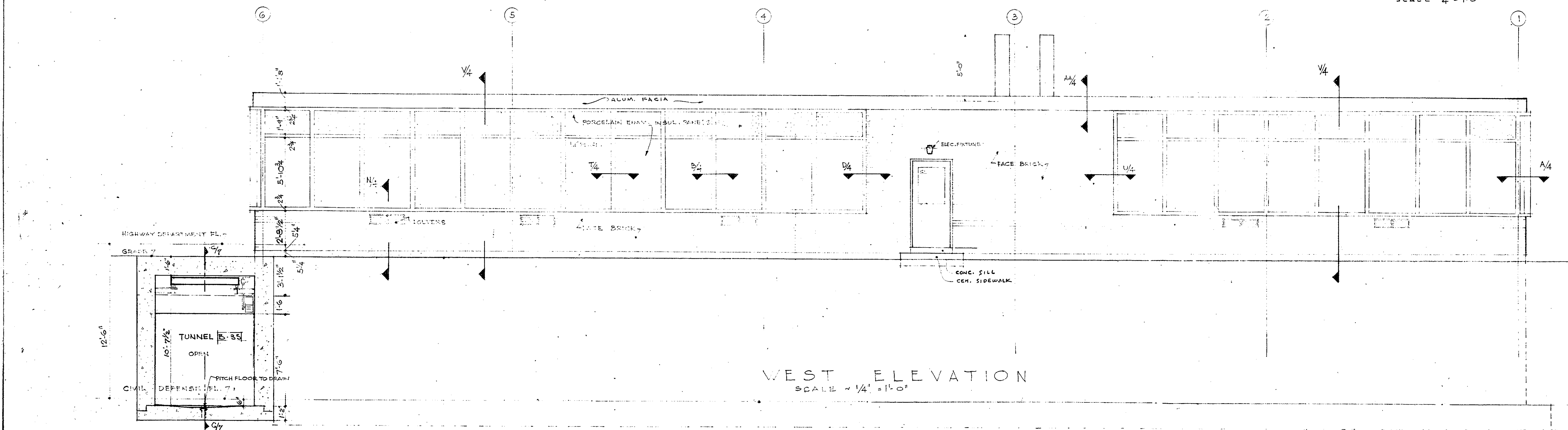


EAST ELEVATION
SCALE = 1/4" = 1'-0"



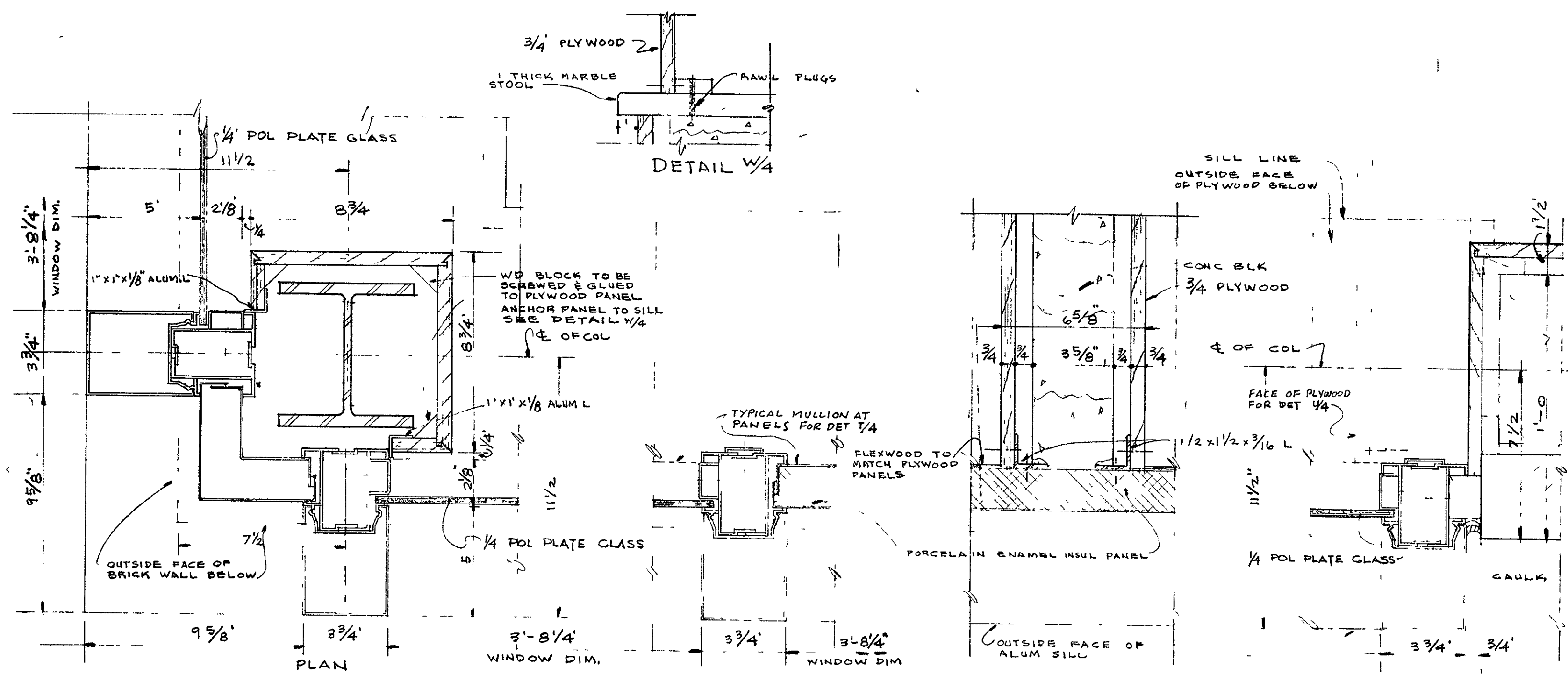
NORTH ELEVATION
SCALE = 1/4" = 1'-0"

SOUTH ELEVATION
SCALE = 1/4" = 1'-0"



WEST ELEVATION
SCALE = 1/4" = 1'-0"

NOTE: THE CONTRACTOR SHALL VERIFY ALL CONDITIONS & DIMENSIONS AT THE SITE

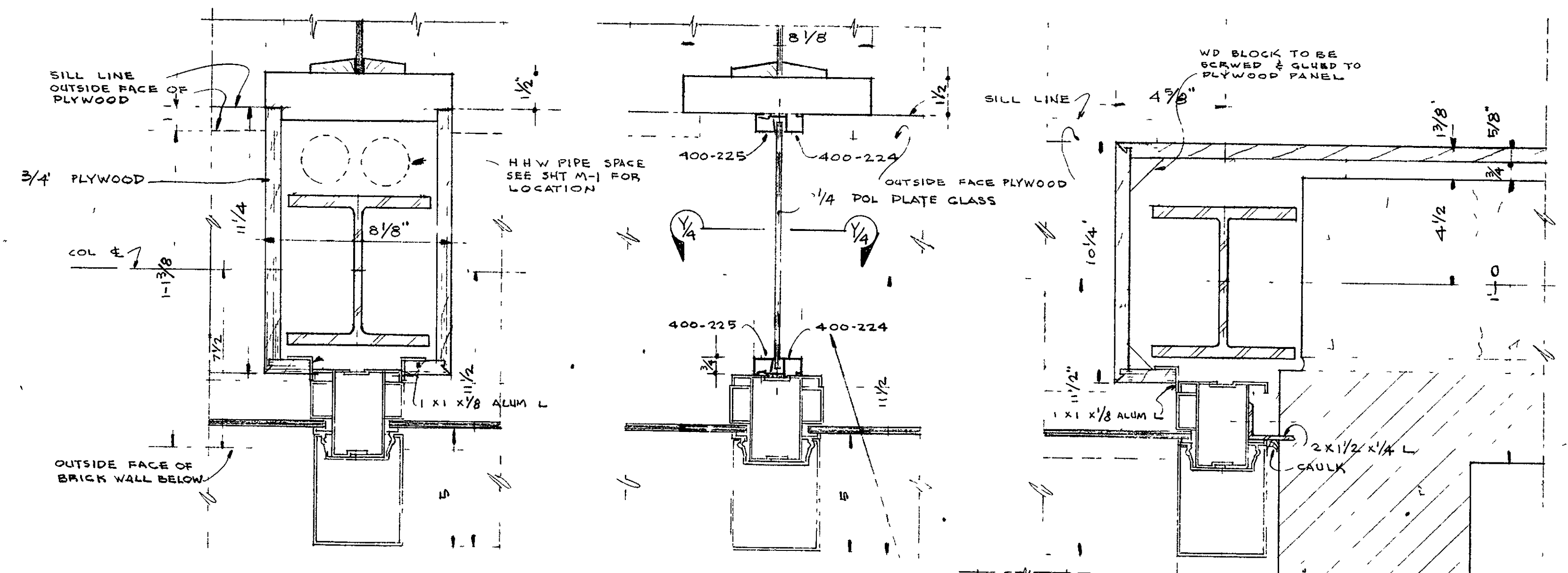


DETAIL W4
TYPICAL CORNER DETAIL

DETAIL W4
TYPICAL MULLION AT PANELS

DETAIL W4

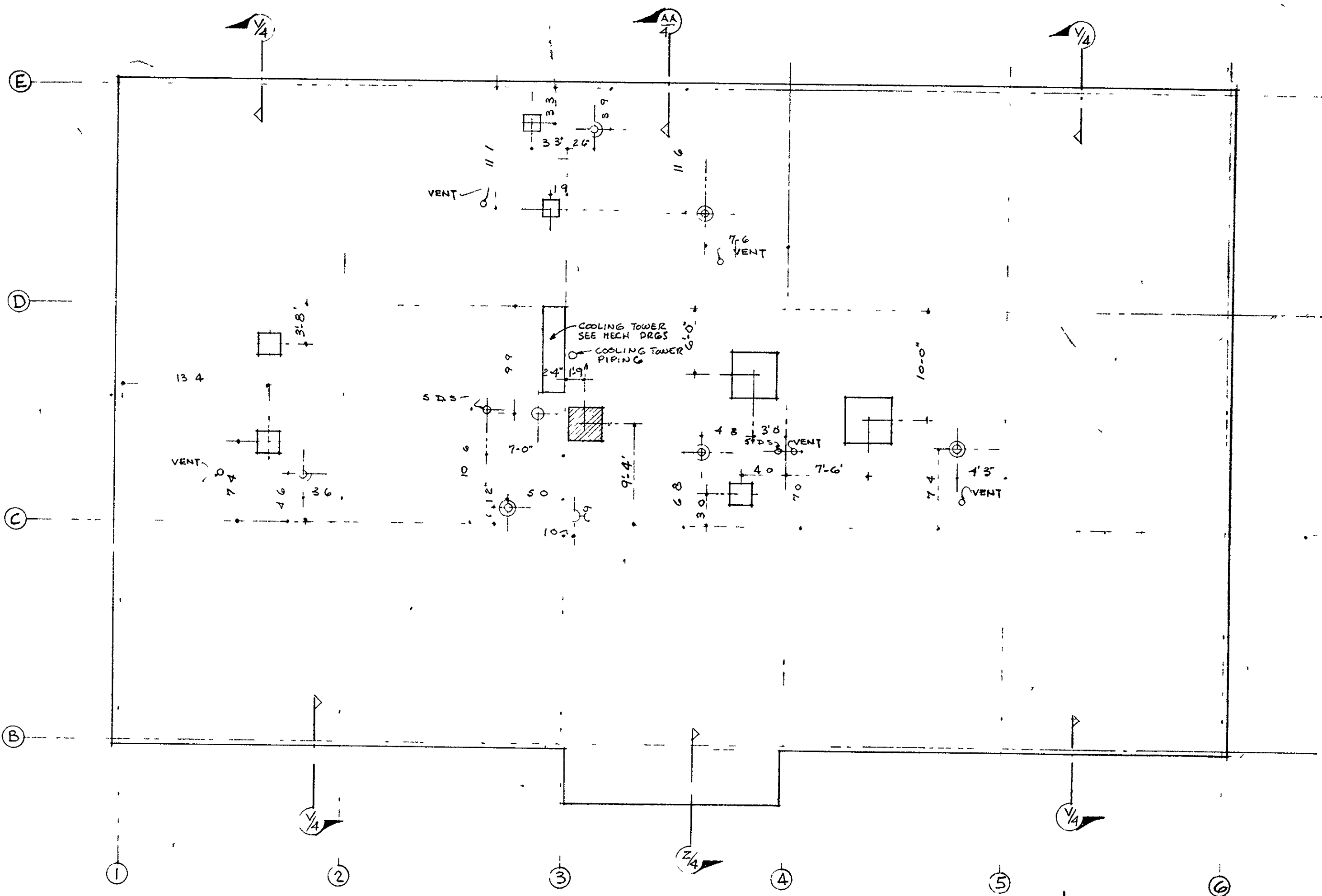
DETAIL W4
DET W4 SIMILAR



MULLION
DETAIL W4

MULLION
DETAIL W4

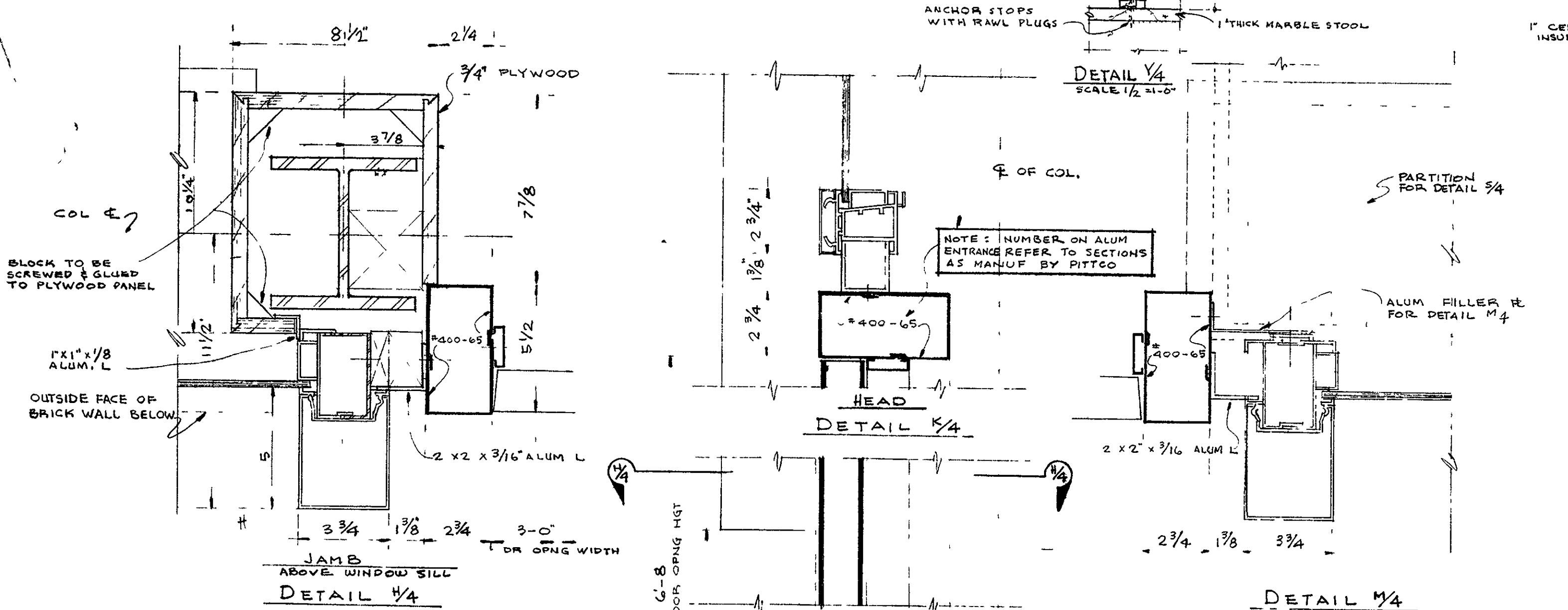
JAMB
DETAIL W4



ROOF PLAN
SCALE 1/8" = 1'-0"

NOTE FOR SKYDOMES SEE ALTERNATE IN SPEC

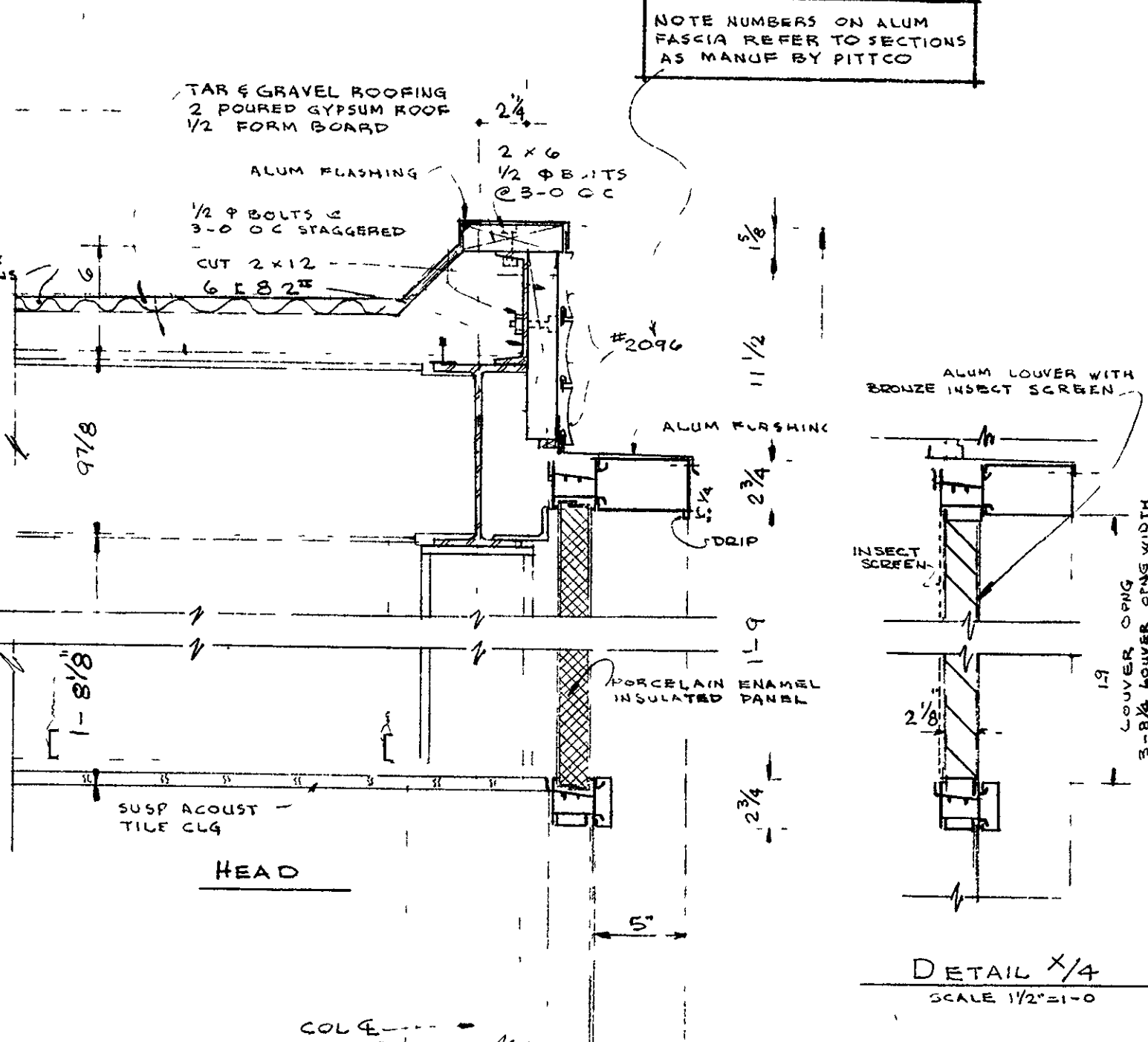
NOTE:
 (1) JENI AIR EXHAUST FAN SEE TYPICAL DETAILS W/S 4 1/8"
 (2) STACK DETAILS W/S 4 1/8"
 (3) SKY DOME SEE DETAIL T/S 4 1/8"
 (4) SKY DOME SEE DETAIL W/S 4 1/8"



JAMB ABOVE WINDOW SILL
DETAIL W4

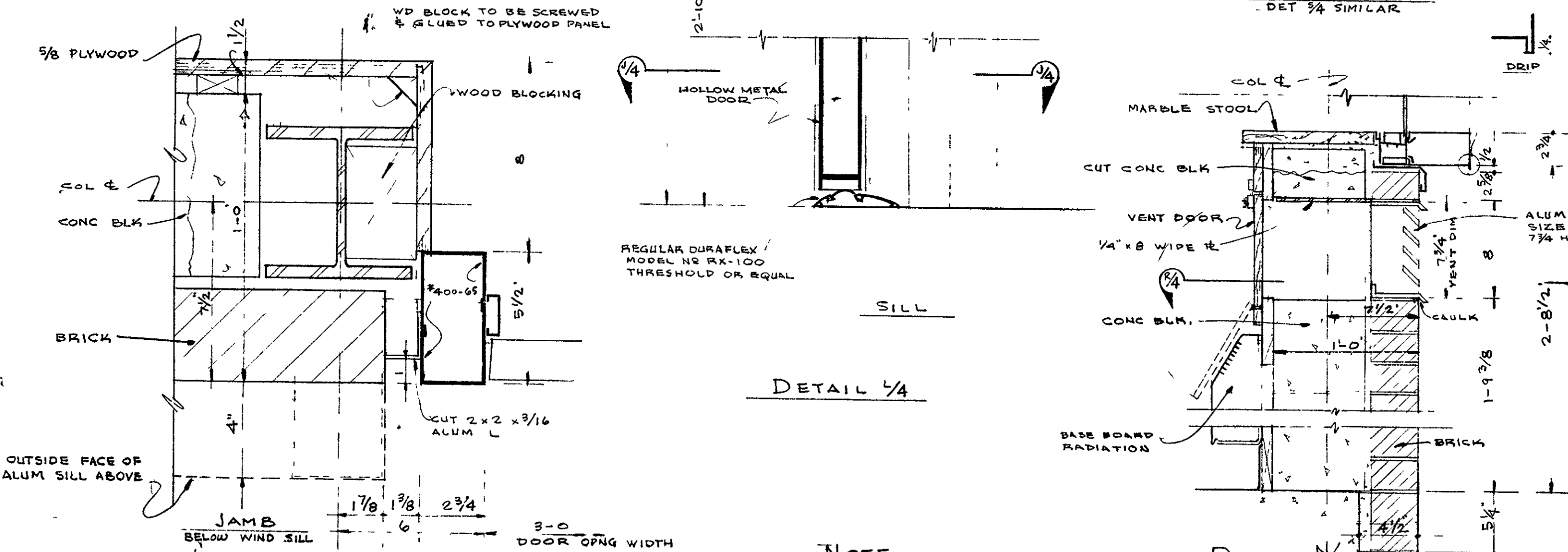
HEAD
DETAIL W4

HEAD
DETAIL W4
DET W4 SIMILAR



HEAD
DETAIL W4

DETAIL W4
SCALE 1/2" = 1'-0"



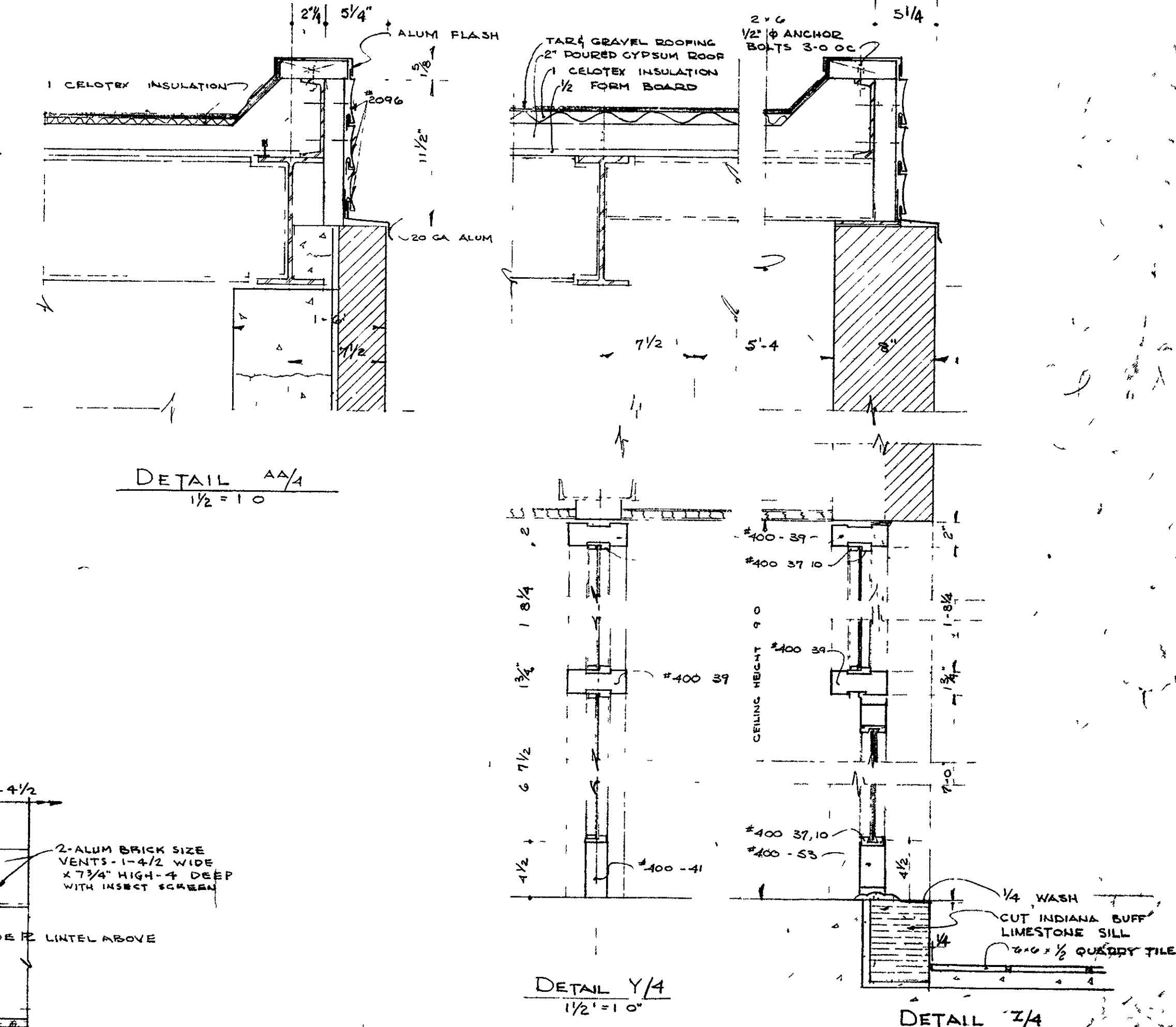
JAMB BELOW WINDOW SILL
DETAIL W4

SILL
DETAIL W4

JAMB BELOW WINDOW SILL
DETAIL W4

JAMB BELOW WINDOW SILL
DETAIL W4

SECTION W4
TYPICAL WALL EAST & WEST SIMILAR



HEAD
DETAIL W4
SCALE 1/2" = 1'-0"

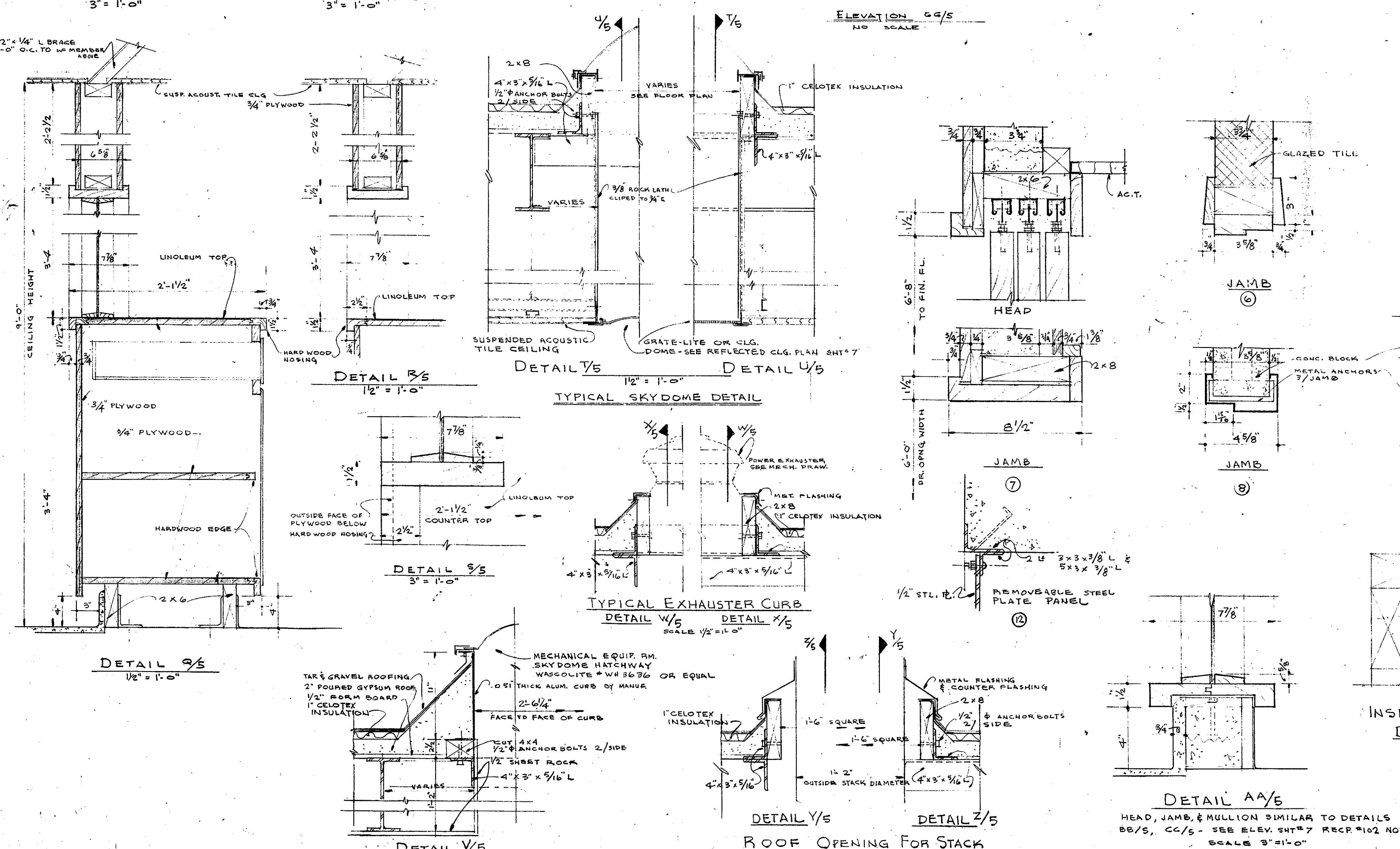
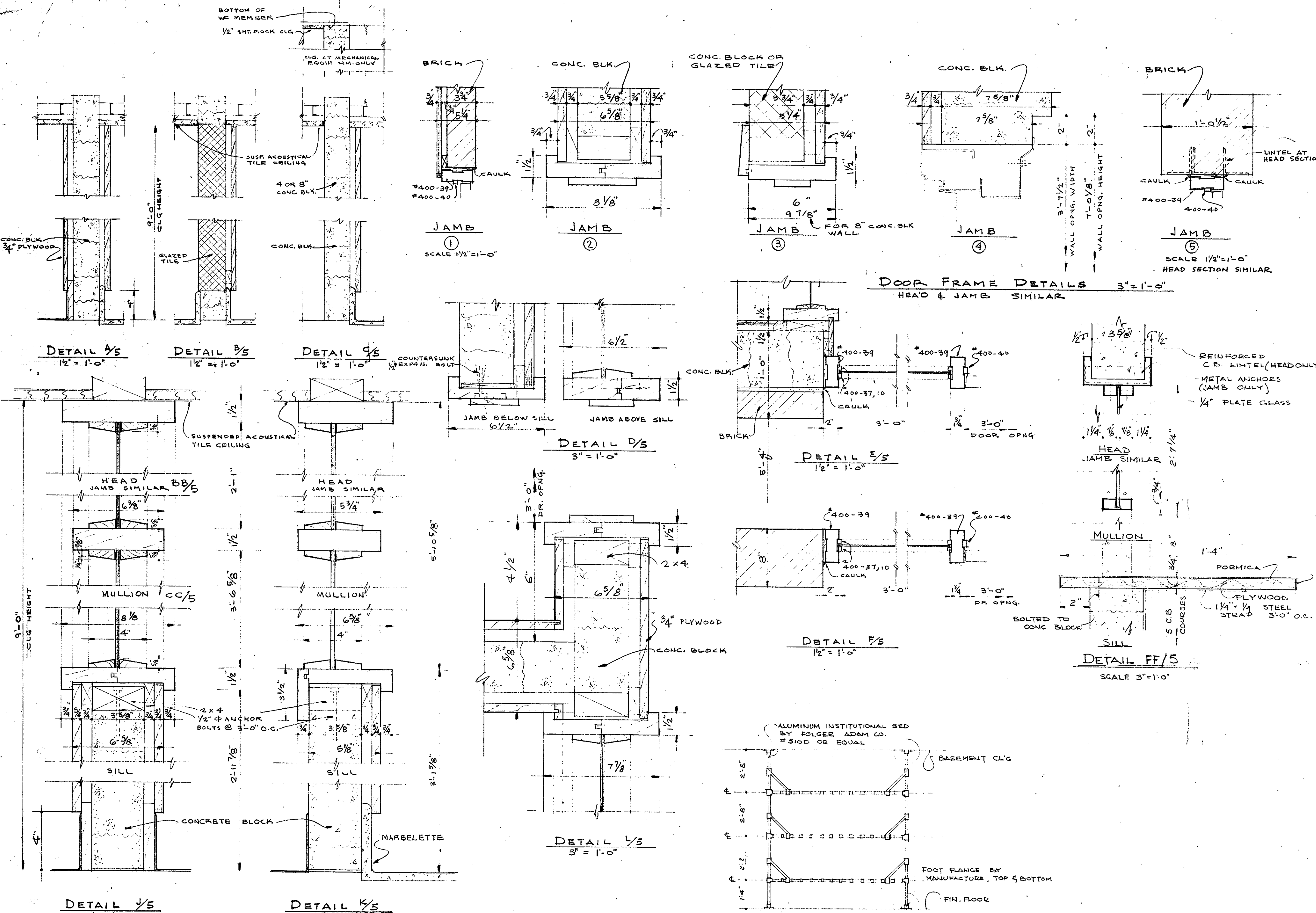
JAMB BELOW WINDOW SILL
DETAIL W4
SCALE 1/2" = 1'-0"

JAMB BELOW WINDOW SILL
DETAIL W4
SCALE 1/2" = 1'-0"

NOTE
ALL DETAILS SCALE 3/8" = 1'-0"
EXCEPT AS NOTED

NOTE
THE CONTRACTOR SHALL VERIFY ALL CONDITIONS & DIMENSIONS AT THE SITE

ROOF PLAN & EXTERIOR DETAILS
DUPAGE COUNTY HIGHWAY DEPARTMENT
AND CIVIL DEFENSE CONTROL CENTER



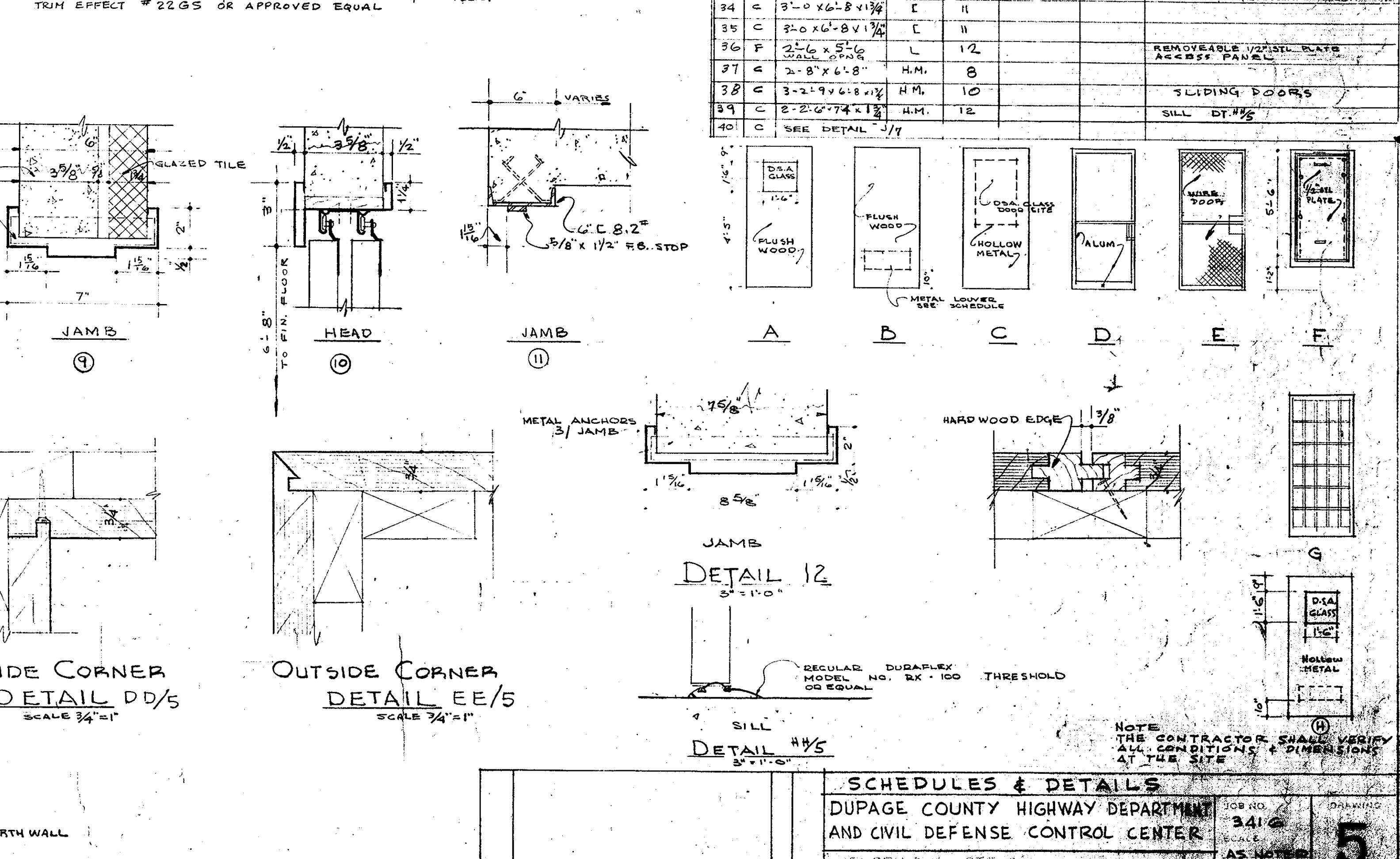
ROOM FINISH SCHEDULE

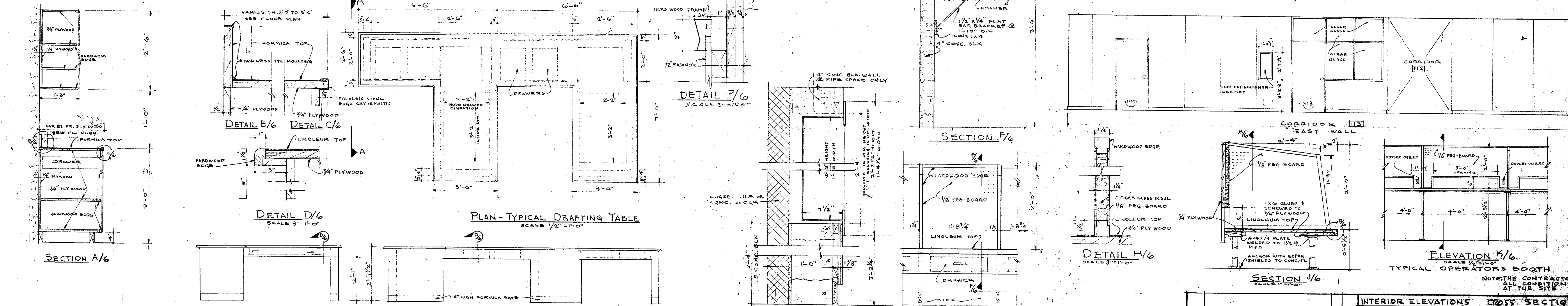
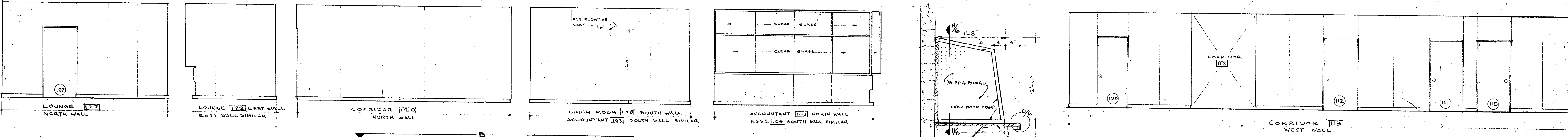
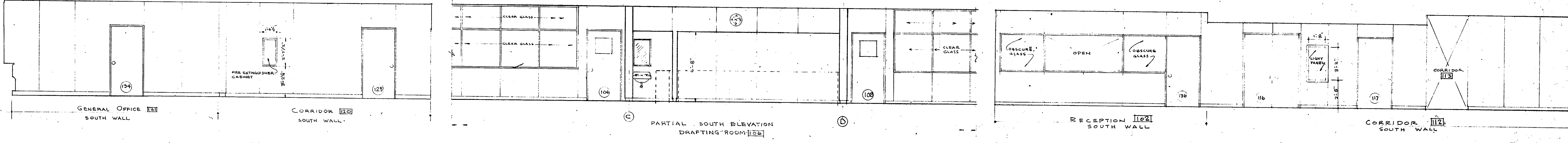
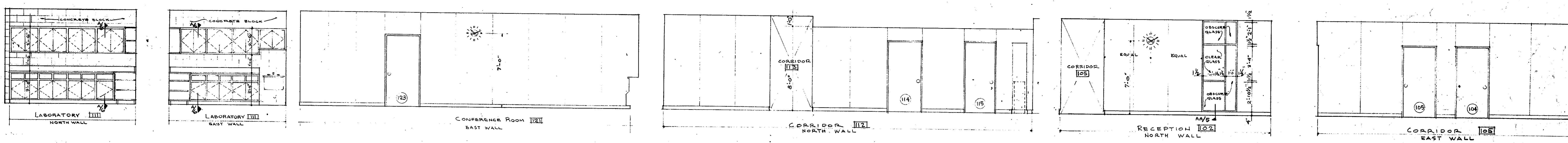
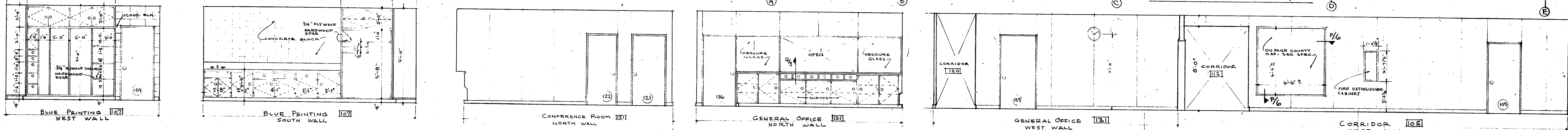
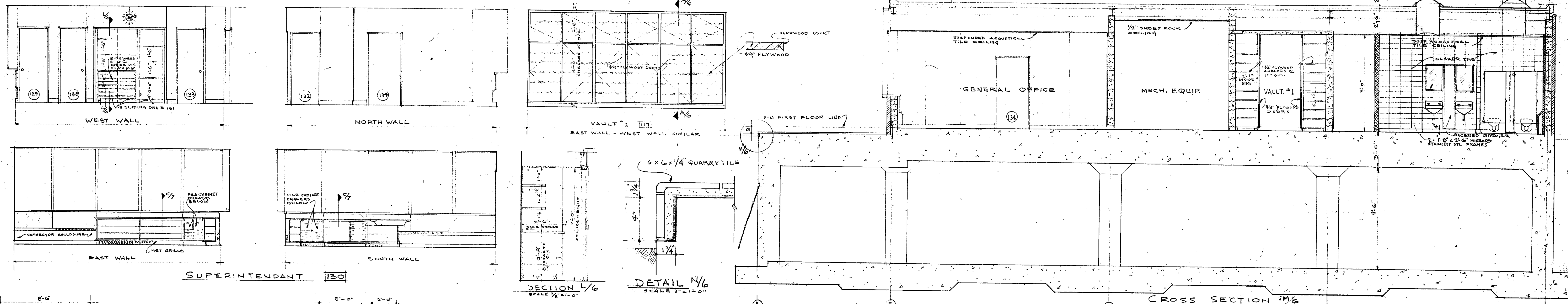
ROOM NO.	ROOM NAME	FLOOR	WALL	CLG.	BASE	FLOOR	WALL	CLG.	BASE	REMARKS
101	VESTIBULE	HARB.	BRK.	ACT.	COVERED	HARB.	BRK.	ACT.	COVERED	9\"/>
102	RECEPTION	HARB.	BRK.	ACT.	COVERED	HARB.	BRK.	ACT.	COVERED	9\"/>
103	ACCOUNTANT	HARB.	BRK.	ACT.	COVERED	HARB.	BRK.	ACT.	COVERED	9\"/>
104	ASSISTANT	HARB.	BRK.	ACT.	COVERED	HARB.	BRK.	ACT.	COVERED	9\"/>
105	CORRIDOR	HARB.	BRK.	ACT.	COVERED	HARB.	BRK.	ACT.	COVERED	9\"/>
106	DRAFTING	HARB.	BRK.	ACT.	COVERED	HARB.	BRK.	ACT.	COVERED	9\"/>
107	ENGINEER	HARB.	BRK.	ACT.	COVERED	HARB.	BRK.	ACT.	COVERED	9\"/>
108	LUNCH RM.	HARB.	BRK.	ACT.	COVERED	HARB.	BRK.	ACT.	COVERED	9\"/>
109	BLUE PRINTING	HARB.	BRK.	ACT.	COVERED	HARB.	BRK.	ACT.	COVERED	9\"/>
110	PUBLIC WASH ROOM	HARB.	BRK.	ACT.	COVERED	HARB.	BRK.	ACT.	COVERED	9\"/>
111	LABORATORY	HARB.	BRK.	ACT.	COVERED	HARB.	BRK.	ACT.	COVERED	9\"/>
112	CORRIDOR	HARB.	BRK.	ACT.	COVERED	HARB.	BRK.	ACT.	COVERED	9\"/>
113	CORRIDOR	HARB.	BRK.	ACT.	COVERED	HARB.	BRK.	ACT.	COVERED	9\"/>
114	VESTIBULE	HARB.	BRK.	ACT.	COVERED	HARB.	BRK.	ACT.	COVERED	9\"/>
115	MENS WASH RM.	HARB.	BRK.	ACT.	COVERED	HARB.	BRK.	ACT.	COVERED	9\"/>
116	CLOSET	HARB.	BRK.	ACT.	COVERED	HARB.	BRK.	ACT.	COVERED	9\"/>
117	VAULT	HARB.	BRK.	ACT.	COVERED	HARB.	BRK.	ACT.	COVERED	9\"/>
118	MEDICAL EQUIPMENT	HARB.	BRK.	ACT.	COVERED	HARB.	BRK.	ACT.	COVERED	9\"/>
119	VAULT	HARB.	BRK.	ACT.	COVERED	HARB.	BRK.	ACT.	COVERED	9\"/>
120	CORRIDOR	HARB.	BRK.	ACT.	COVERED	HARB.	BRK.	ACT.	COVERED	9\"/>
121	CONFERENCE	HARB.	BRK.	ACT.	COVERED	HARB.	BRK.	ACT.	COVERED	9\"/>
122	LOUNGE	HARB.	BRK.	ACT.	COVERED	HARB.	BRK.	ACT.	COVERED	9\"/>
123	WOMENS TOILET	HARB.	BRK.	ACT.	COVERED	HARB.	BRK.	ACT.	COVERED	9\"/>
124	WOMENS TOILET	HARB.	BRK.	ACT.	COVERED	HARB.	BRK.	ACT.	COVERED	9\"/>
125	VESTIBULE	HARB.	BRK.	ACT.	COVERED	HARB.	BRK.	ACT.	COVERED	9\"/>
126	STORAGE	HARB.	BRK.	ACT.	COVERED	HARB.	BRK.	ACT.	COVERED	9\"/>
127	CLOSET	HARB.	BRK.	ACT.	COVERED	HARB.	BRK.	ACT.	COVERED	9\"/>
128	TOILET	HARB.	BRK.	ACT.	COVERED	HARB.	BRK.	ACT.	COVERED	9\"/>
129	CLOSET	HARB.	BRK.	ACT.	COVERED	HARB.	BRK.	ACT.	COVERED	9\"/>
130	SUPERINTENDENT	HARB.	BRK.	ACT.	COVERED	HARB.	BRK.	ACT.	COVERED	9\"/>
131	GENERAL OFFICE	HARB.	BRK.	ACT.	COVERED	HARB.	BRK.	ACT.	COVERED	9\"/>
132	VESTIBULE	HARB.	BRK.	ACT.	COVERED	HARB.	BRK.	ACT.	COVERED	9\"/>
133	VESTIBULE	HARB.	BRK.	ACT.	COVERED	HARB.	BRK.	ACT.	COVERED	9\"/>
134	VESTIBULE	HARB.	BRK.	ACT.	COVERED	HARB.	BRK.	ACT.	COVERED	9\"/>
135	VESTIBULE	HARB.	BRK.	ACT.	COVERED	HARB.	BRK.	ACT.	COVERED	9\"/>
136	VESTIBULE	HARB.	BRK.	ACT.	COVERED	HARB.	BRK.	ACT.	COVERED	9\"/>
137	VESTIBULE	HARB.	BRK.	ACT.	COVERED	HARB.	BRK.	ACT.	COVERED	9\"/>

DOOR SCHEDULE

DOOR NO.	DOOR TYPE	DOOR SIZE	FRAME	THRES.	LINTEL	REMARKS
101	D	2'-3\"/>				
102	D	2'-3\"/>				
103	B	3'-0\"/>				
104	B	3'-0\"/>				
105	B	3'-0\"/>				
106	A	3'-0\"/>				
107	C	3'-0\"/>				
108	A	3'-0\"/>				
109	B	3'-0\"/>				
110	B	3'-0\"/>				
111	B	3'-0\"/>				
112	B	3'-0\"/>				
113	B	3'-0\"/>				
114	B	3'-0\"/>				
115	B	2'-8\"/>				
116	B	2'-8\"/>				
117						VAULT DOOR
118						CONG. WALLS TO UNDERSTAIRS
119	C	3'-0\"/>				
120	B	2'-8\"/>				
121	B	3'-0\"/>				
122	B	2'-6\"/>				
123	B	3'-0\"/>				
124						VOID
125	B	2'-8\"/>				
126	B	2'-8\"/>				
127						3'-0\"/>
128	C	3'-0\"/>				
129	B	3'-0\"/>				
130	B	2'-8\"/>				
131	B	3'-0\"/>				
132	B	2'-8\"/>				
133	B	2'-8\"/>				
134	B	3'-0\"/>				
135						VAULT DOOR
136	B	3'-0\"/>				
137						2'-6\"/>

NOTE: ALL BIRCH PANELING & TRIM SHALL BE PRATT & LAMBERT TRIM EFFECT #4 & 5 OR APPROVED EQUAL ALL WALNUT PANELING & TRIM SHALL BE PRATT & LAMBERT TRIM EFFECT #225 OR APPROVED EQUAL



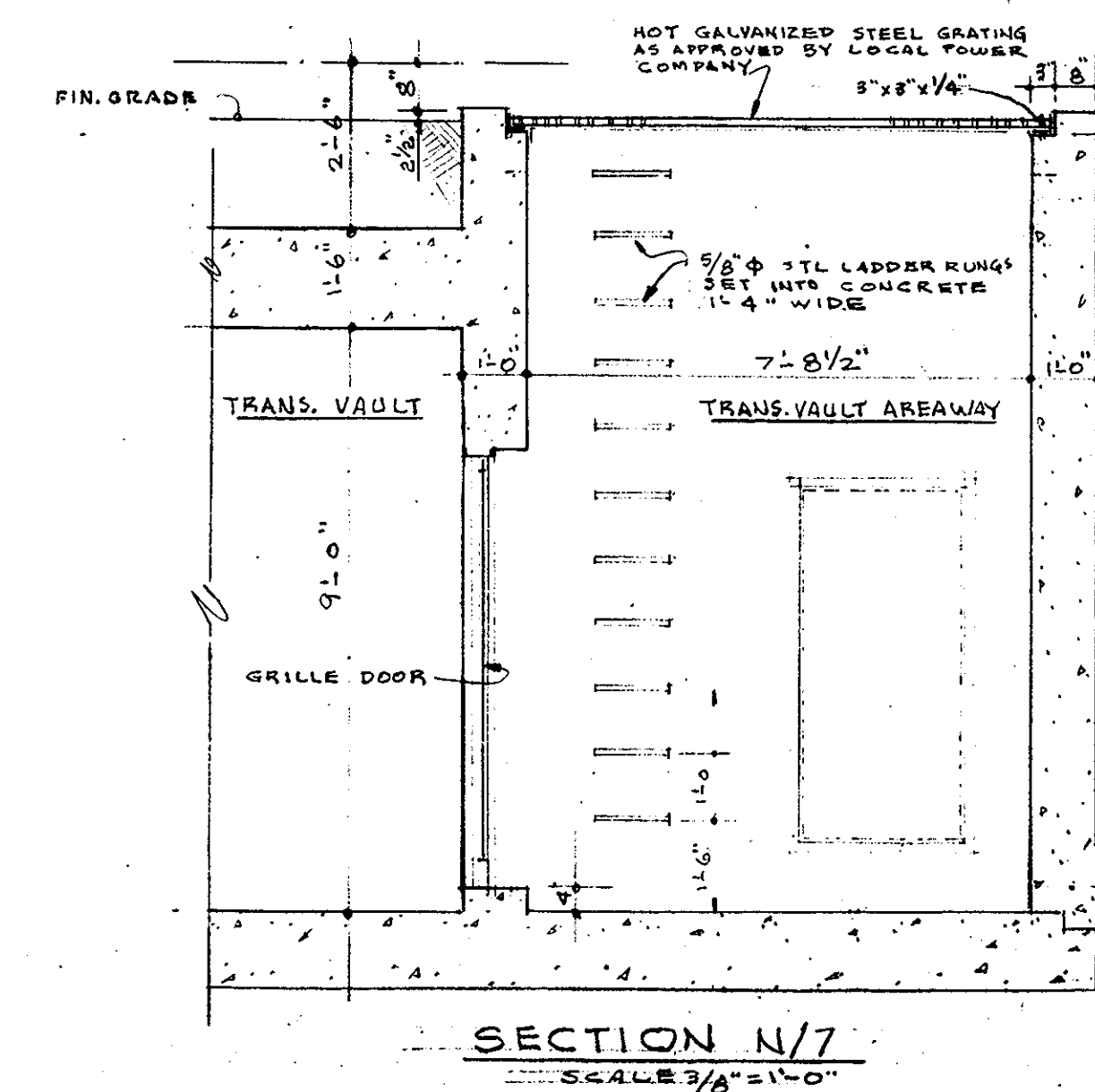
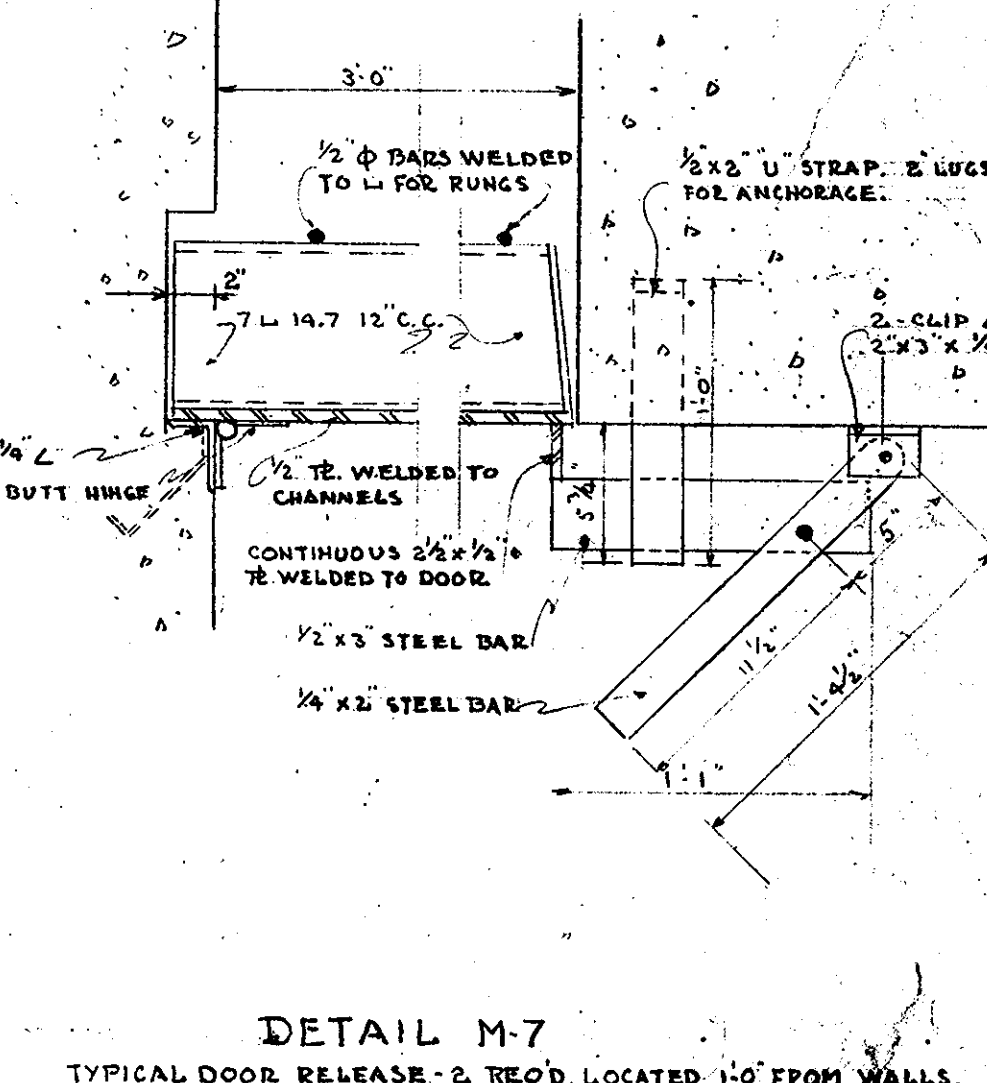
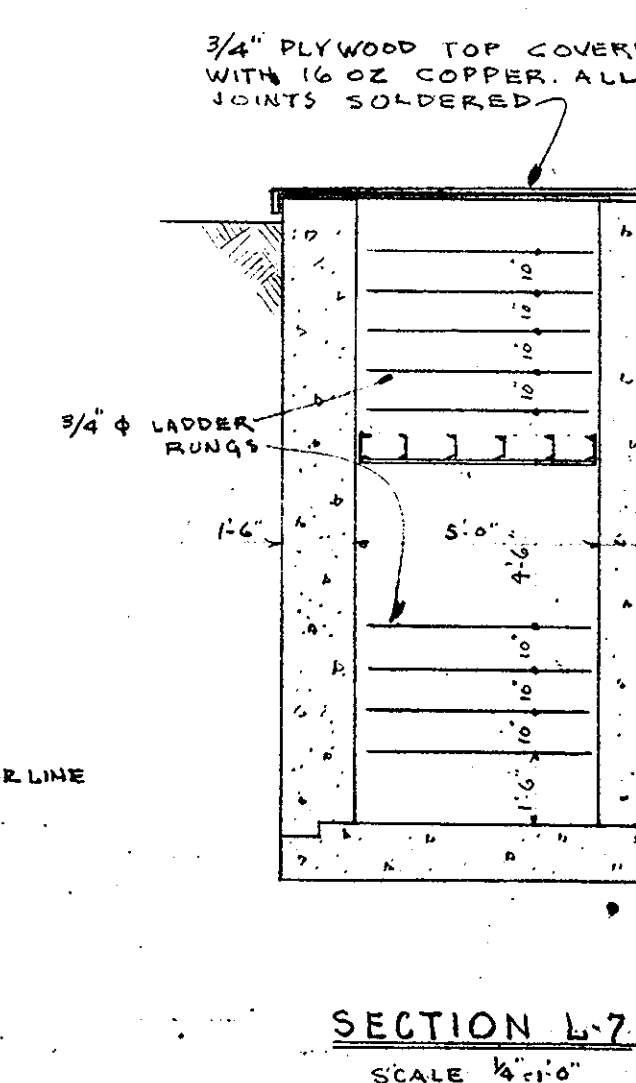
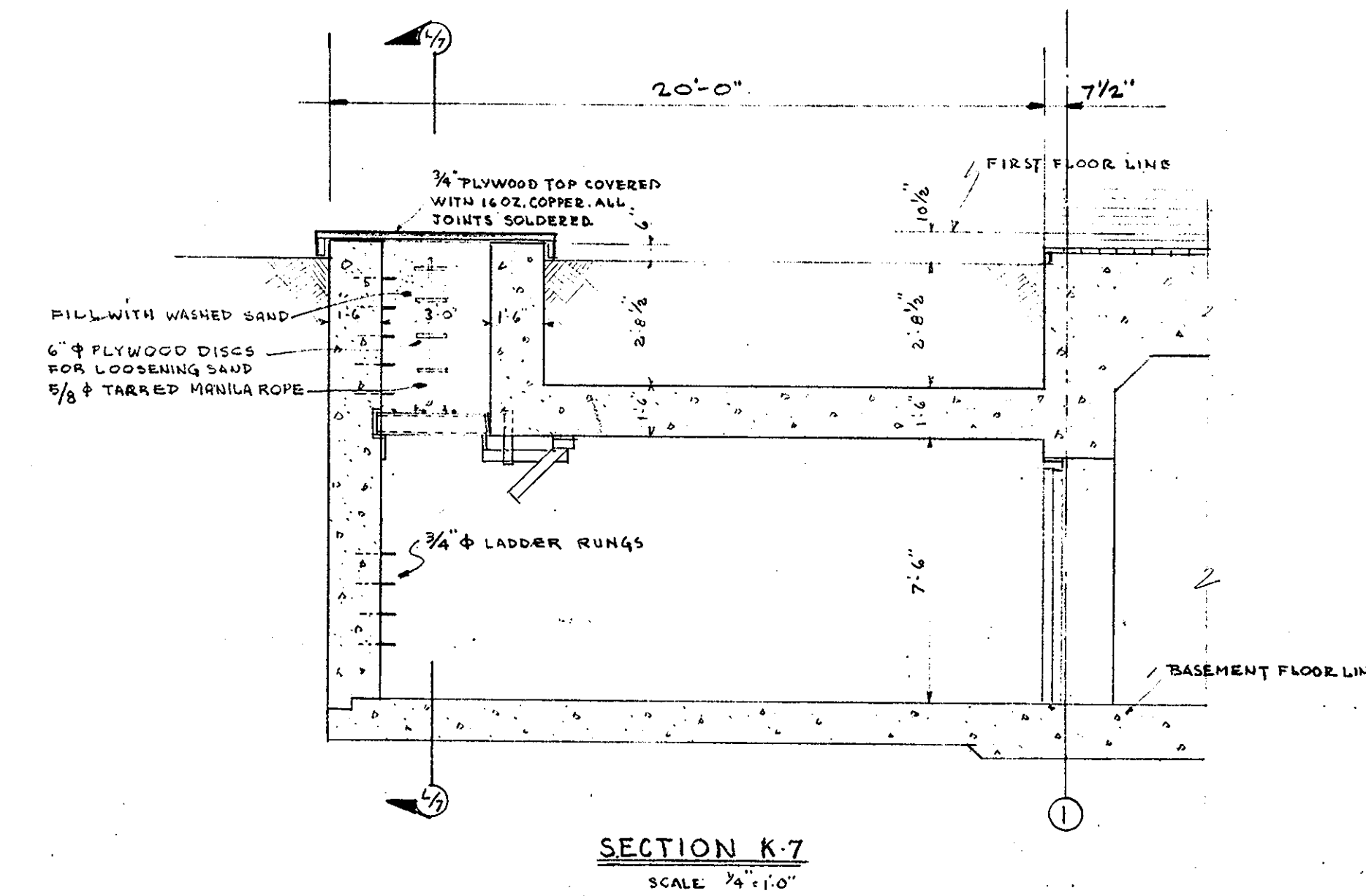
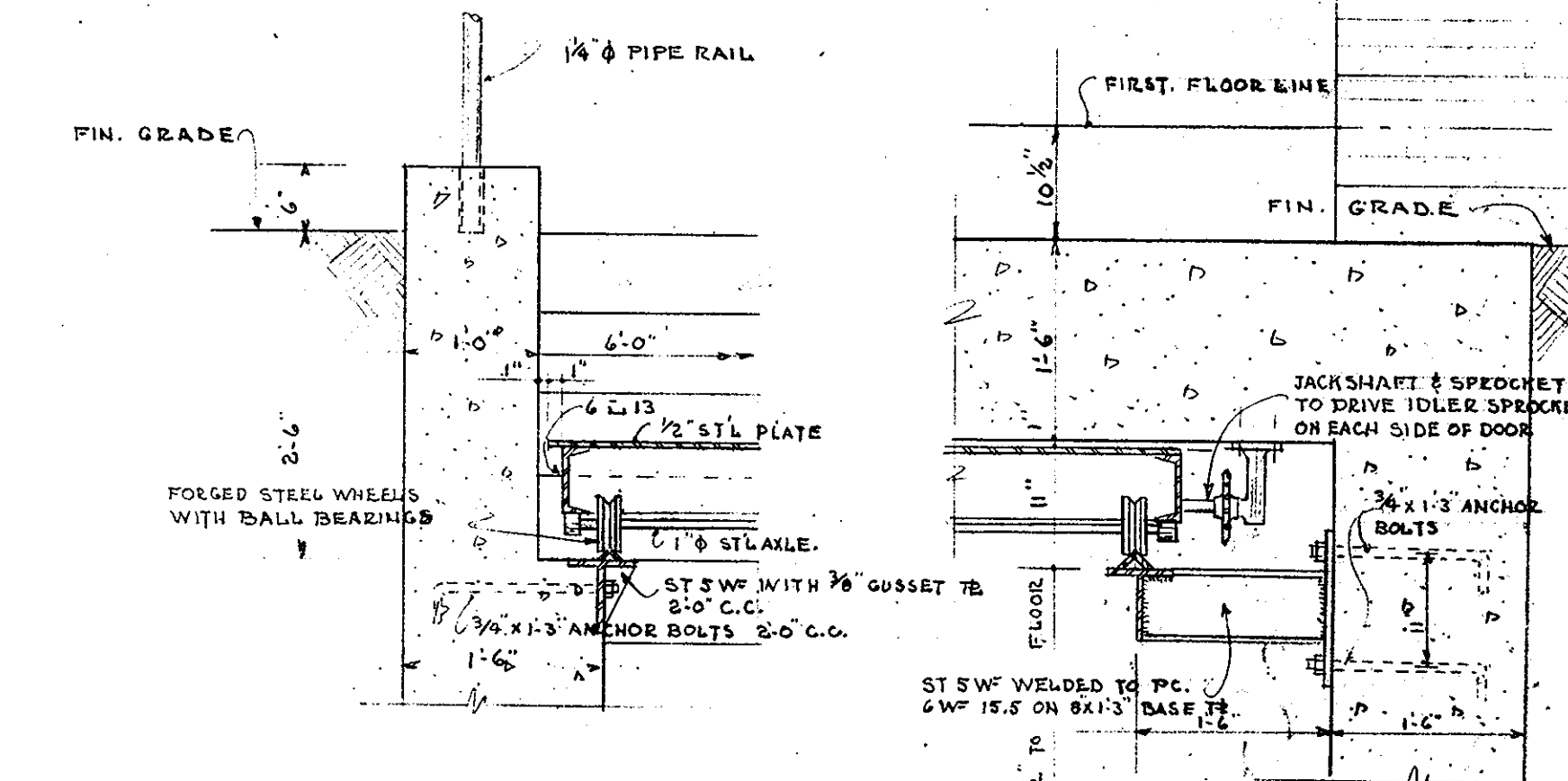
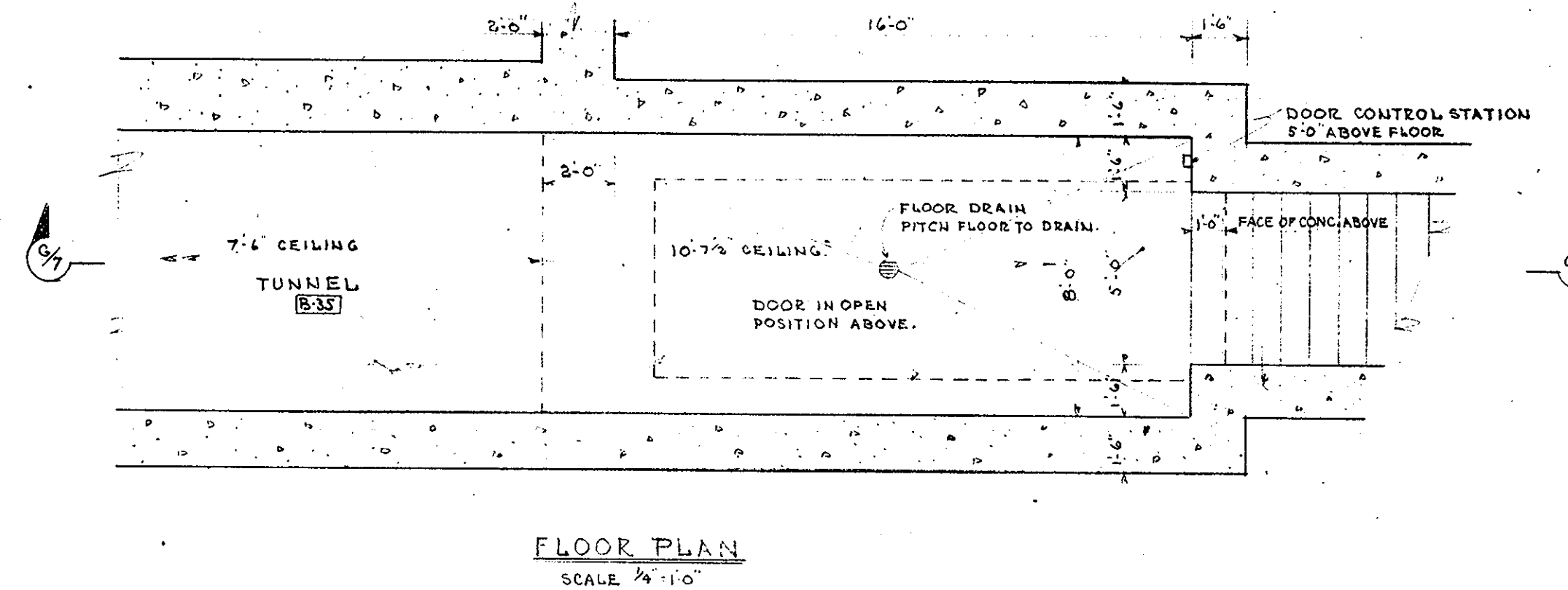
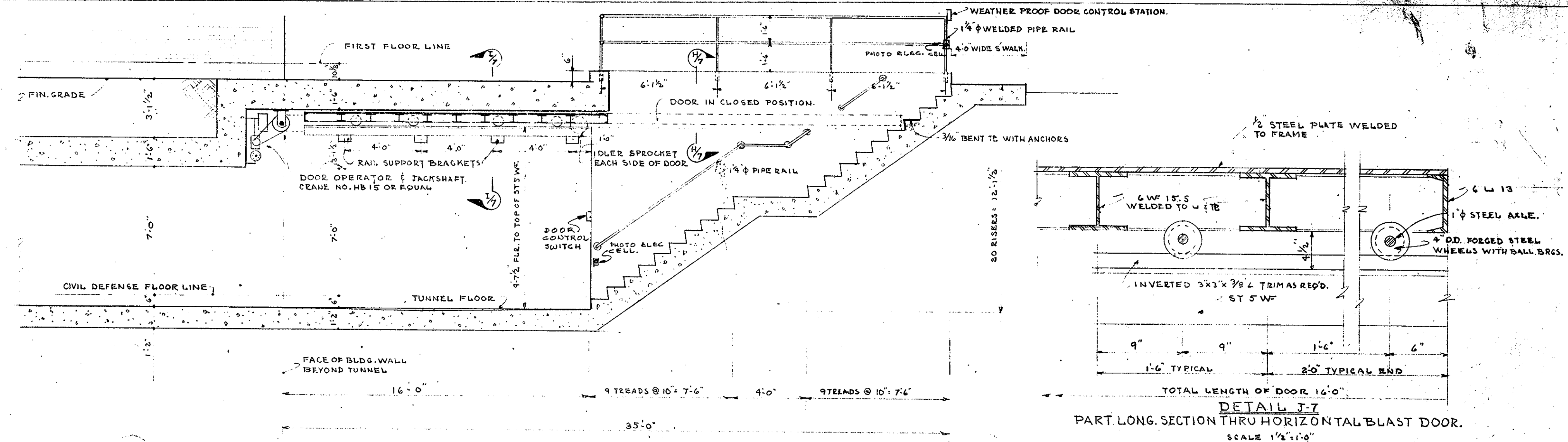
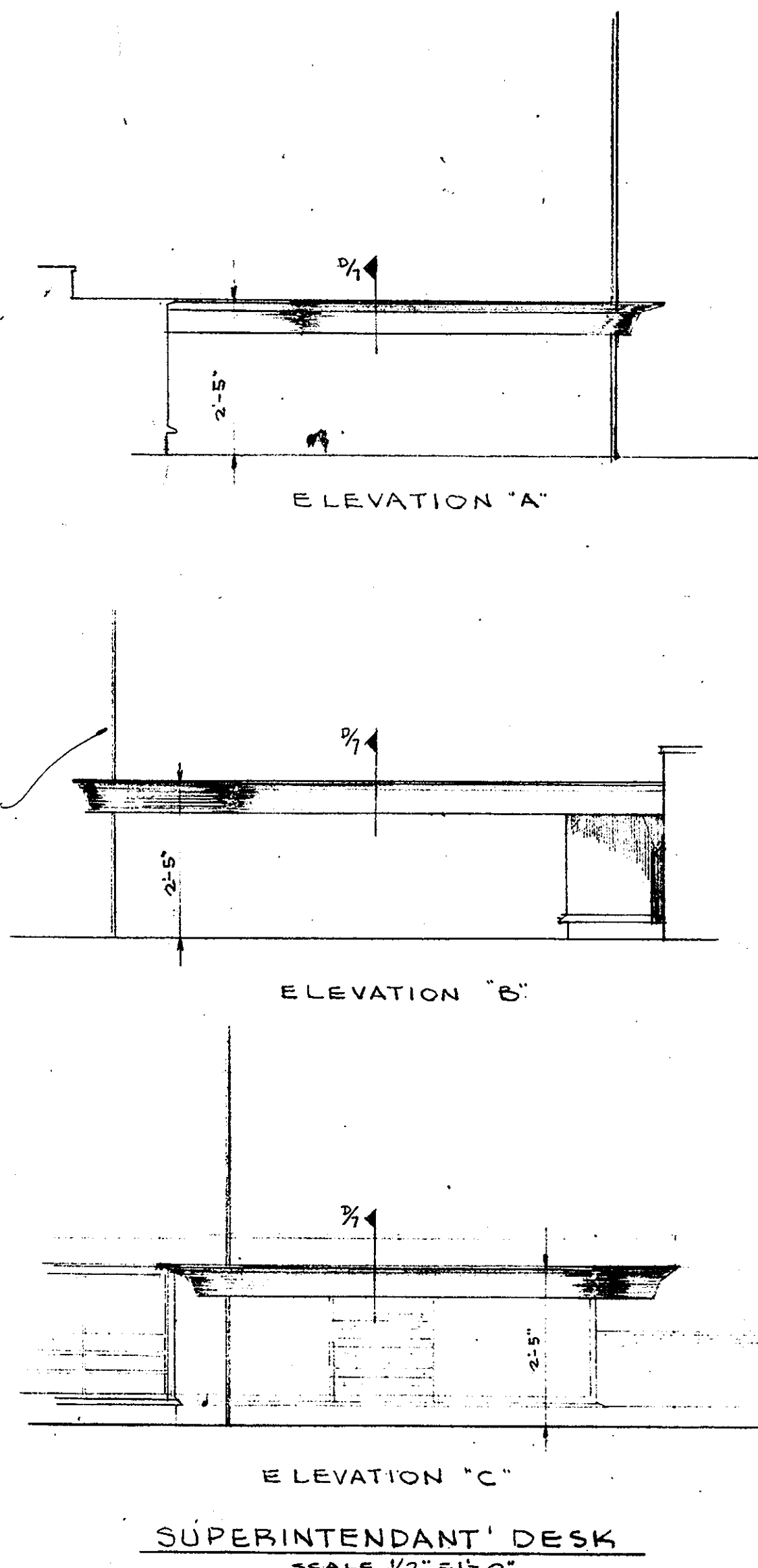
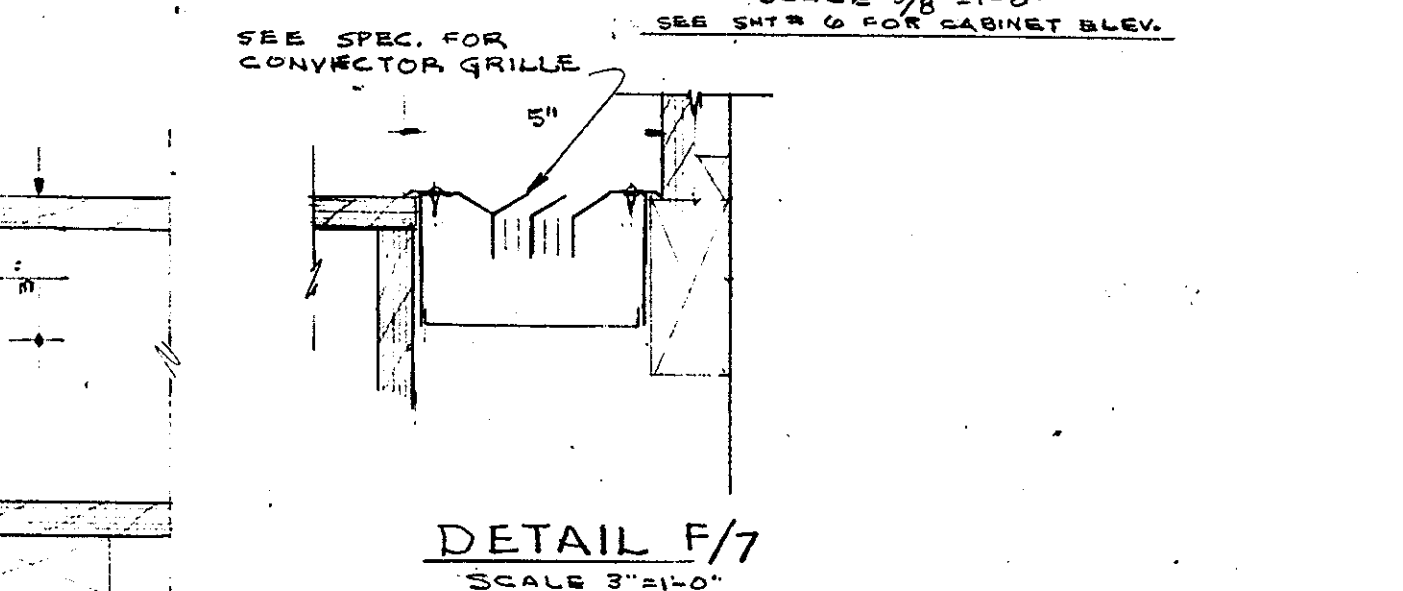
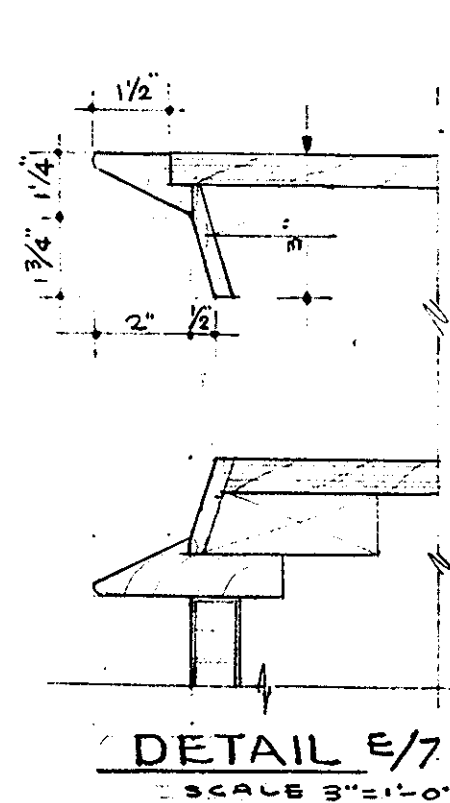
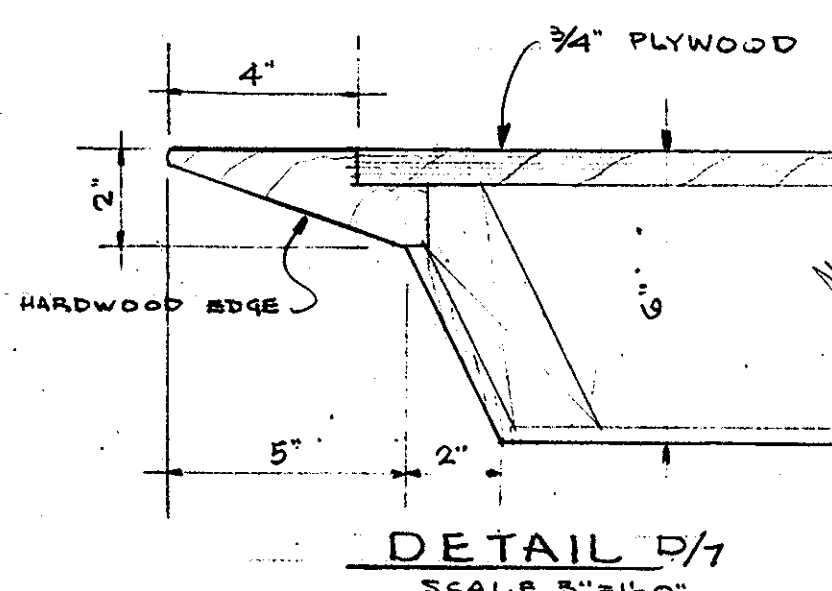
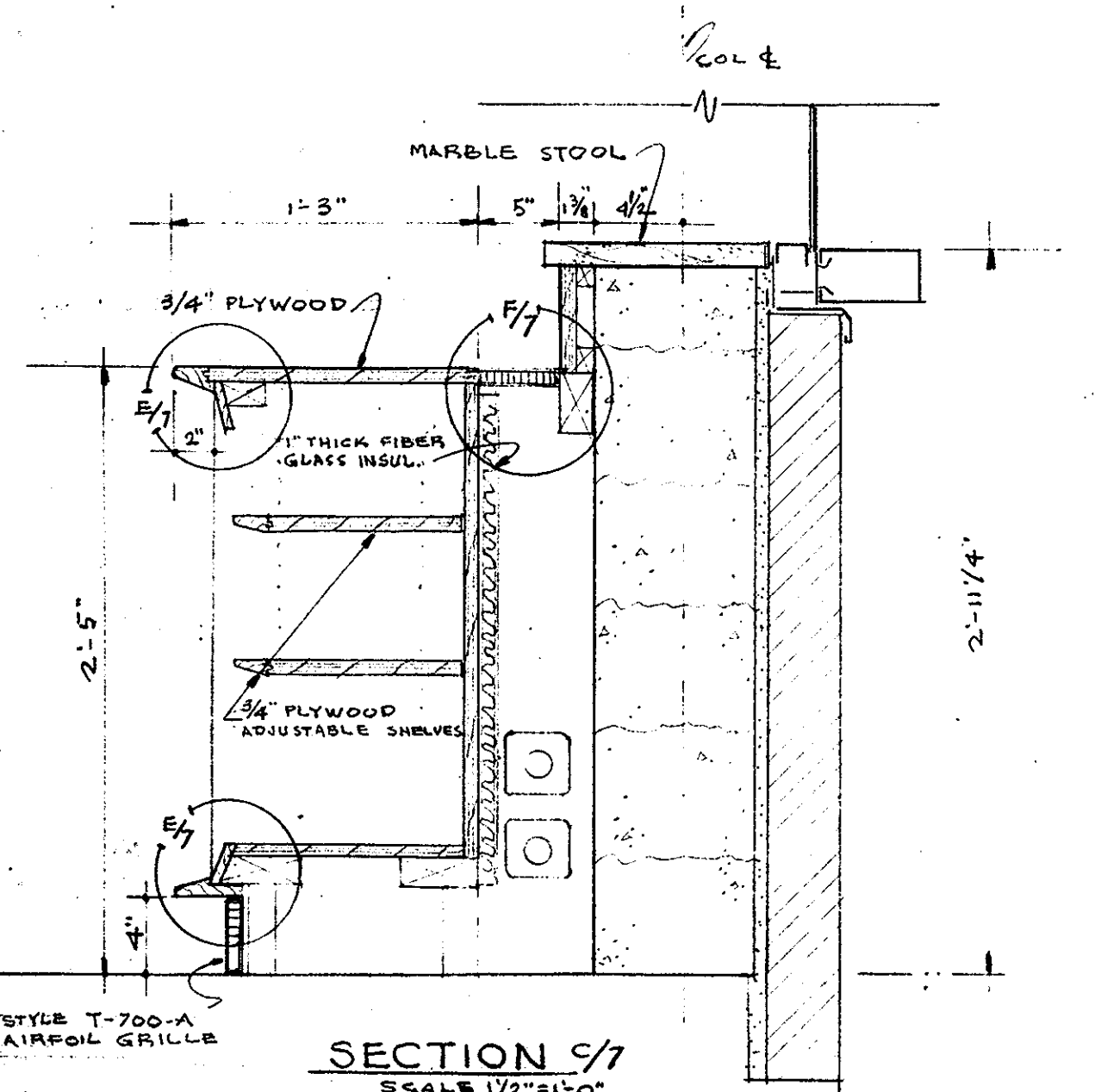
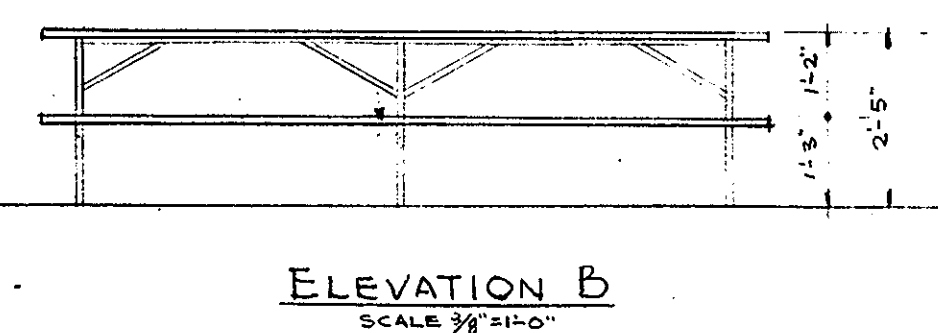
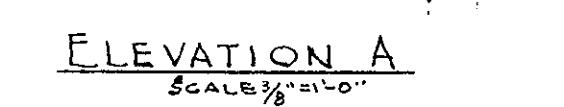
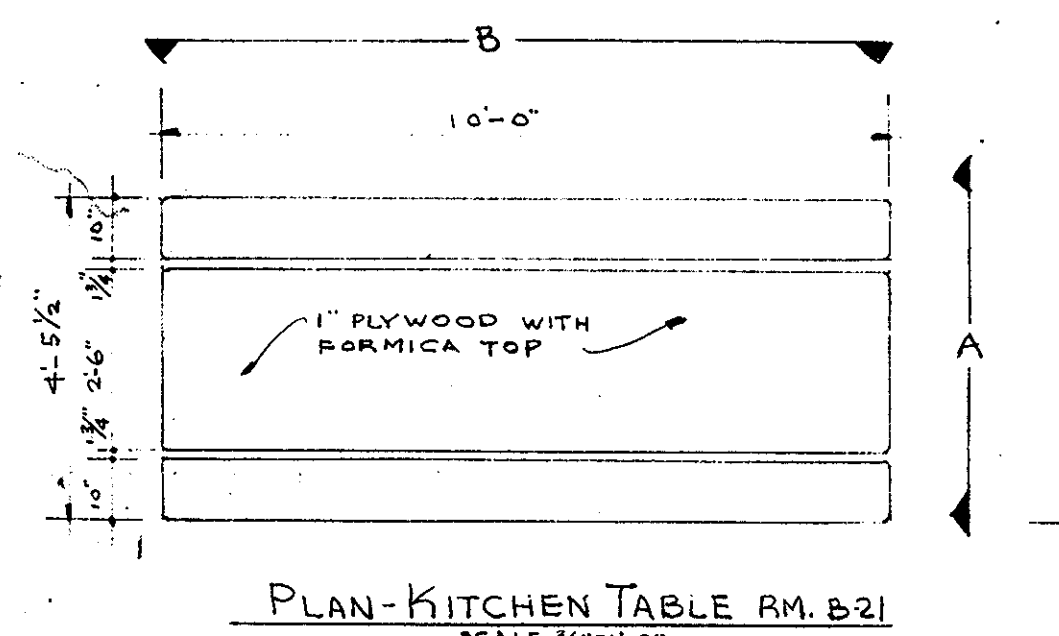
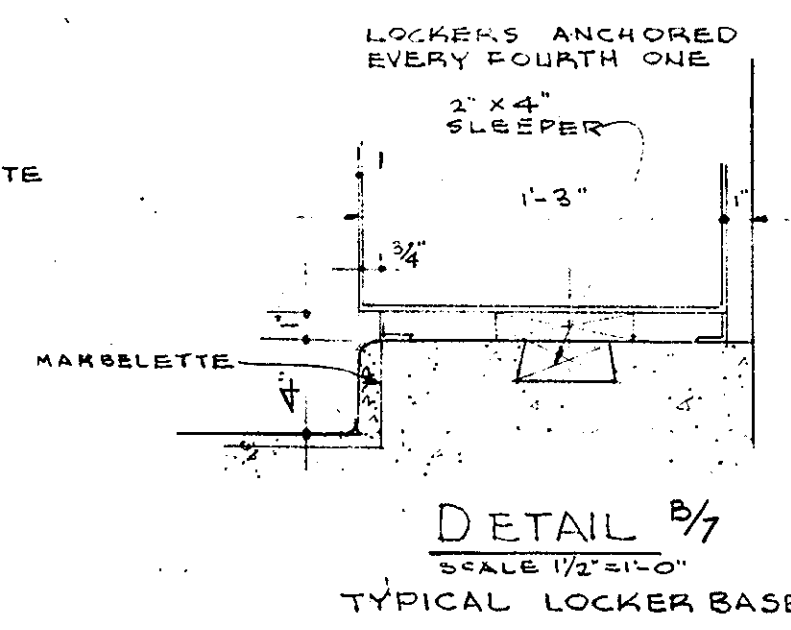
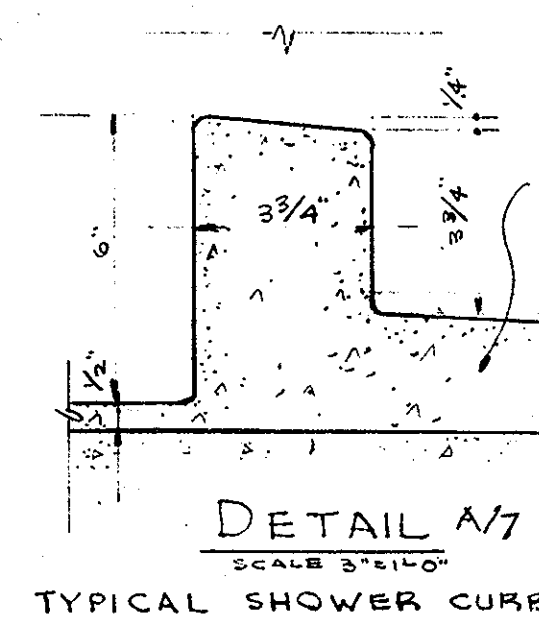
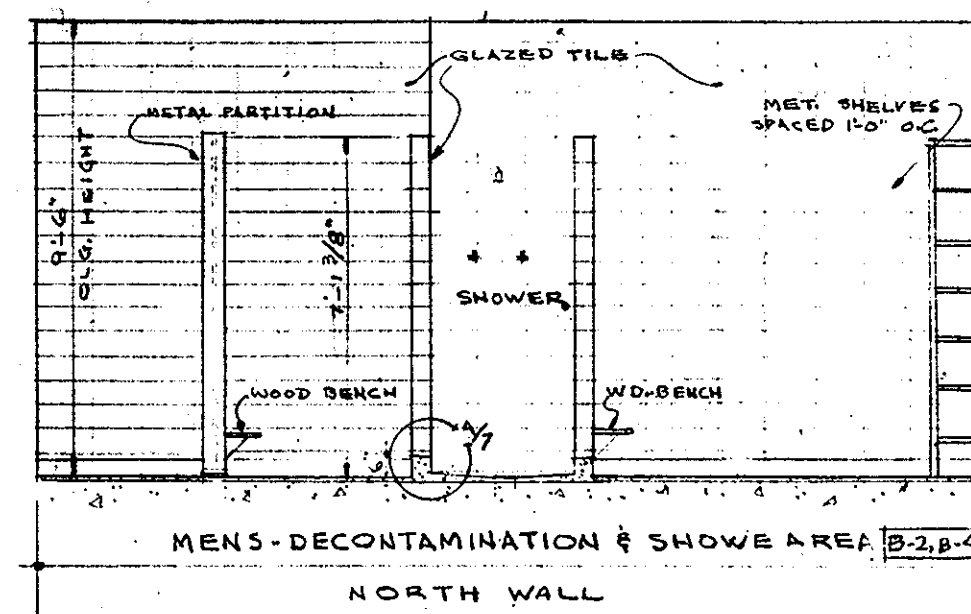
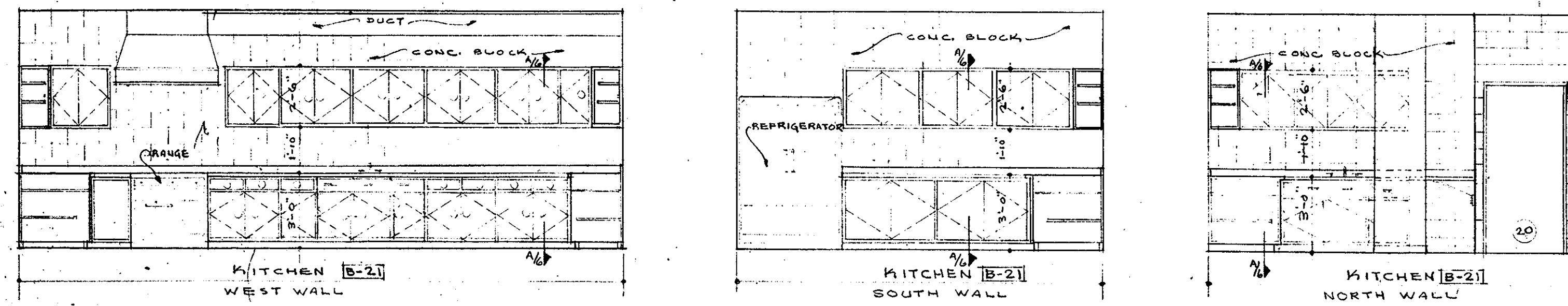


INTERIOR ELEVATIONS CROSS SECTION & DETAILS
 DUPAGE COUNTY HIGHWAY DEPARTMENT
 AND CIVIL DEFENSE CONTROL CENTER
 GARDEN & MASTHEAD ARCHITECTS-ENGINEERS
 1220 N. LA SALLE ST. CHICAGO, ILL. NOV 25 1950

NOTES: THE CONTRACTOR SHALL VERIFY ALL CONDITIONS & DIMENSIONS AT THE SITE.

3416
 SCALE
 AS NOTED
 DATE

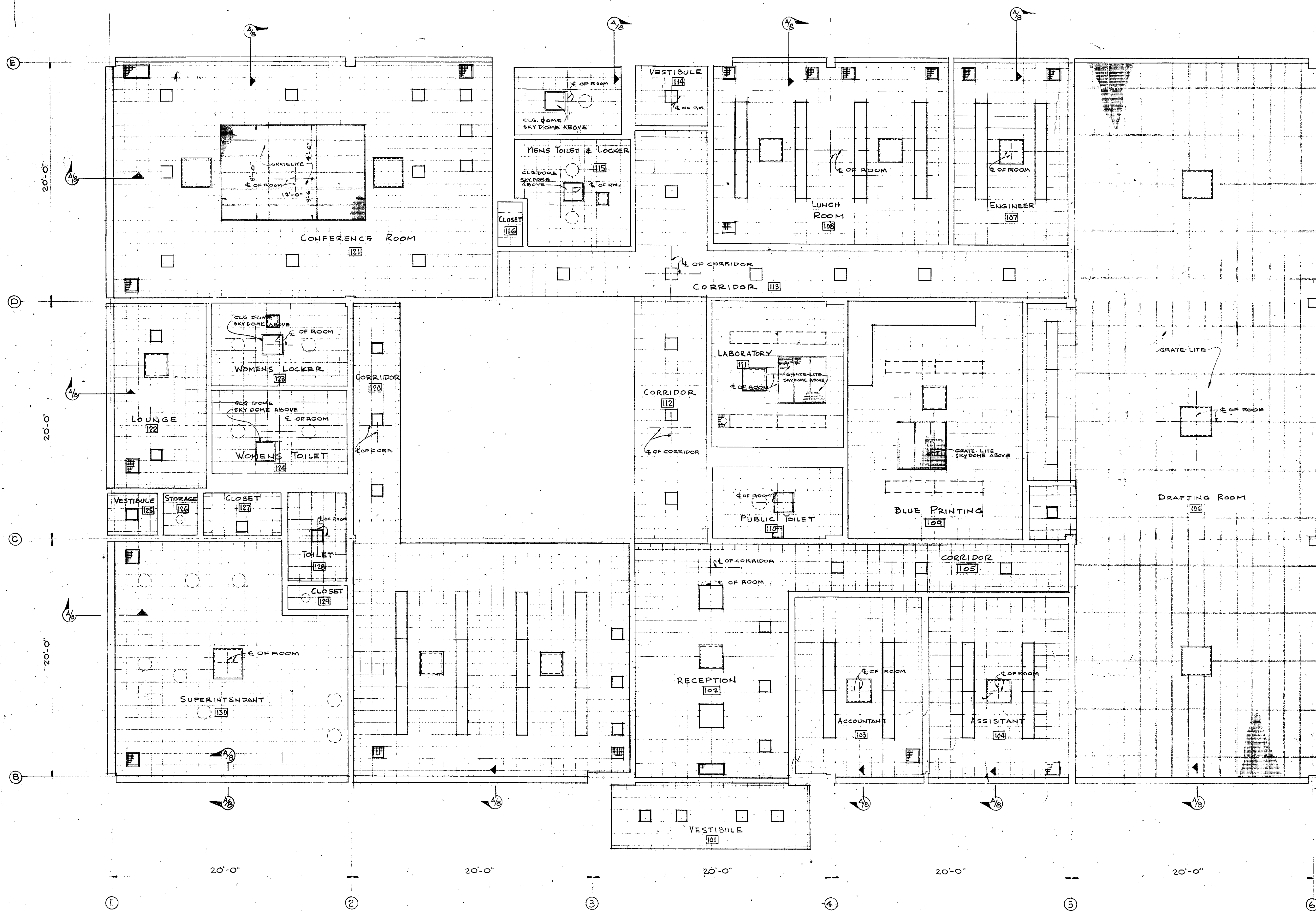
6



NOTE: CONTRACTOR SHALL VERIFY ALL CONDITIONS & DIMENSIONS AT THE SITE

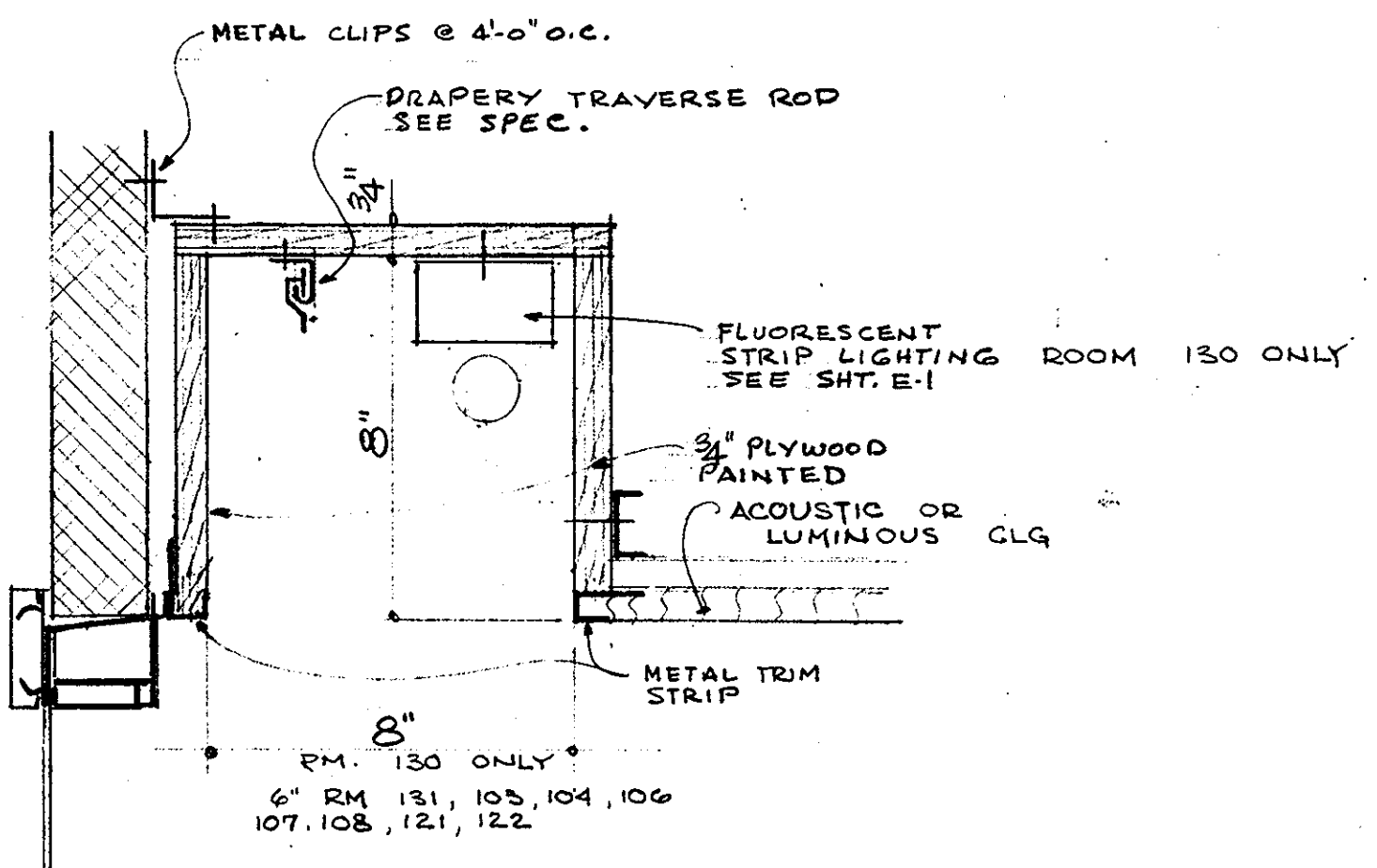
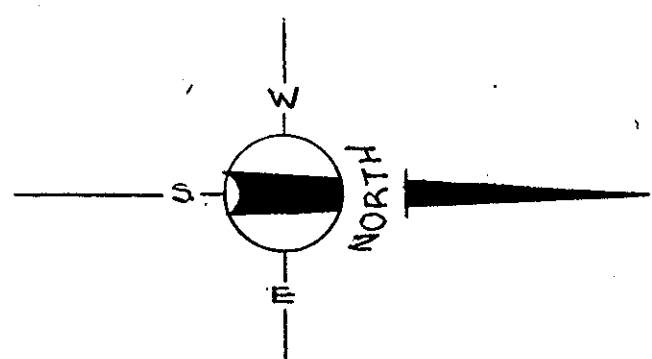
MISCELLANEOUS DETAILS		DATE	NUMBER
DUPAGE COUNTY HIGHWAY DEPARTMENT AND CIVIL DEFENSE CONTROL CENTER		NOV. 25, 1957	7
JENSEN & HALSTEAD ARCHITECTS ENGINEERS		DATE	NUMBER
228 N. LA SALLE ST. CHICAGO, ILL.		NOV. 25, 1957	

MARK REVISIONS BY DATE



- SYMBOL LIST**
- RECESSED SQUARE FIXTURE
 - RECESSED FLUORESCENT FIXTURE
 - SURFACE MOUNTED FIXTURE
 - ▨ GRATELITE CEILING
 - REGISTERS
 - DIFFUSERS
 - SURFACE MOUNTED FIXTURE
 - CEILING DOME

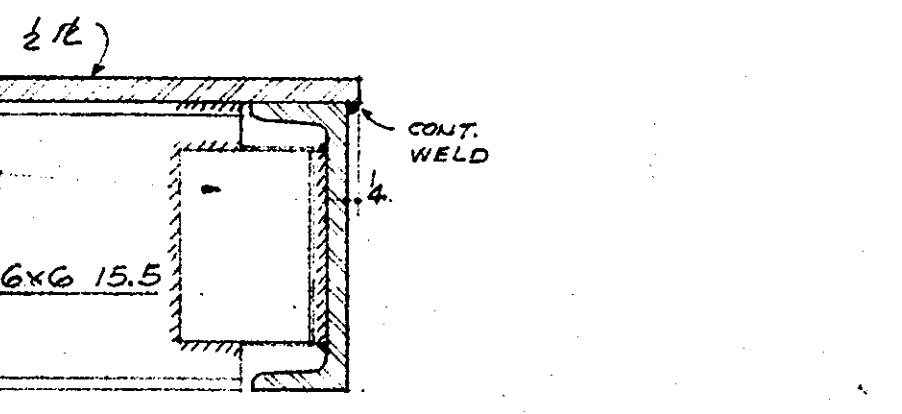
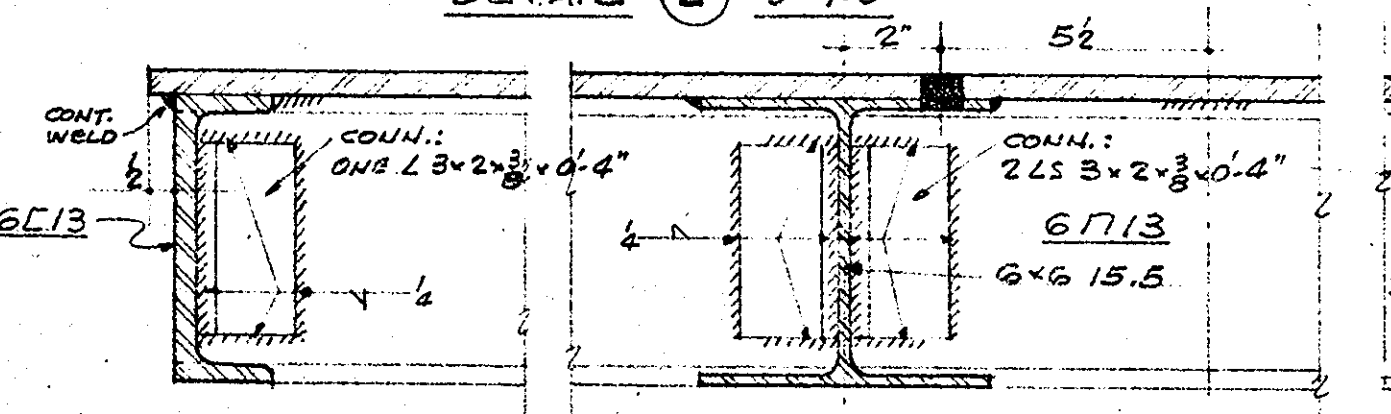
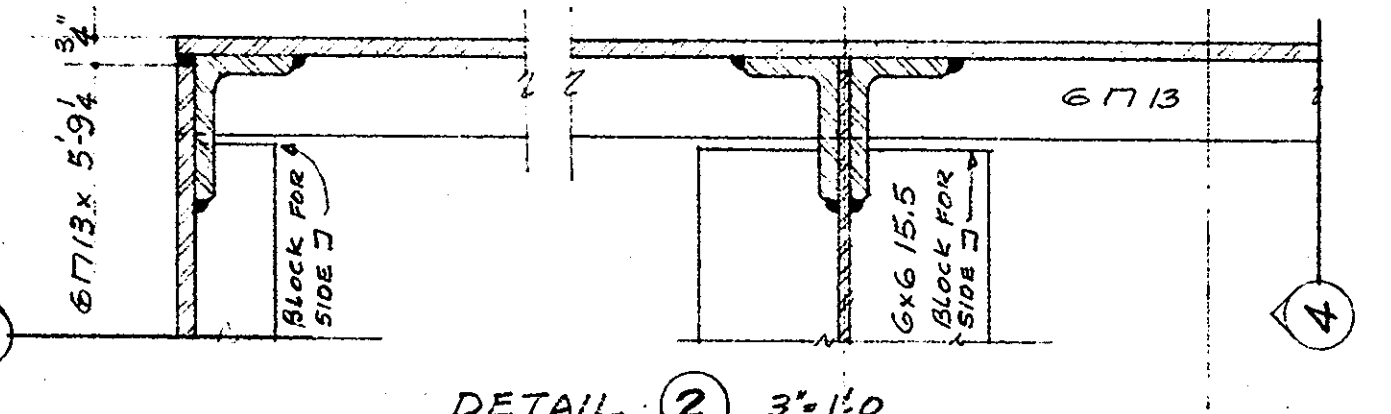
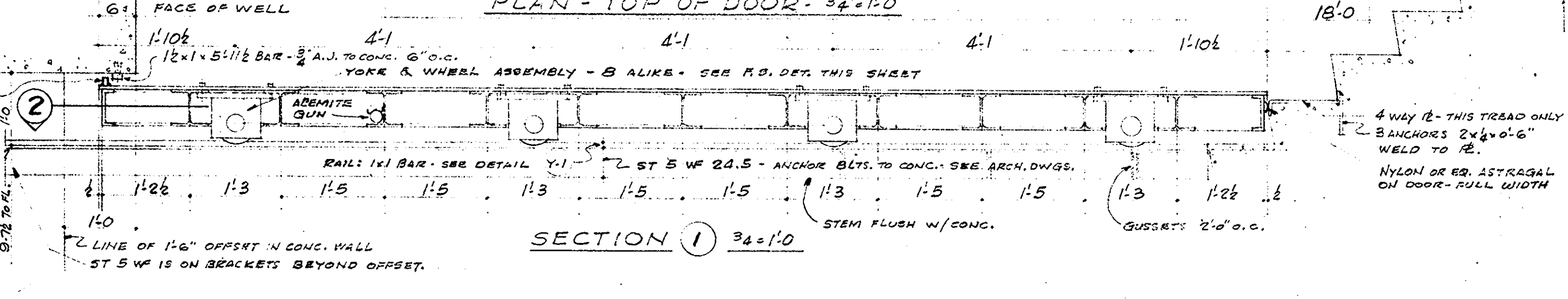
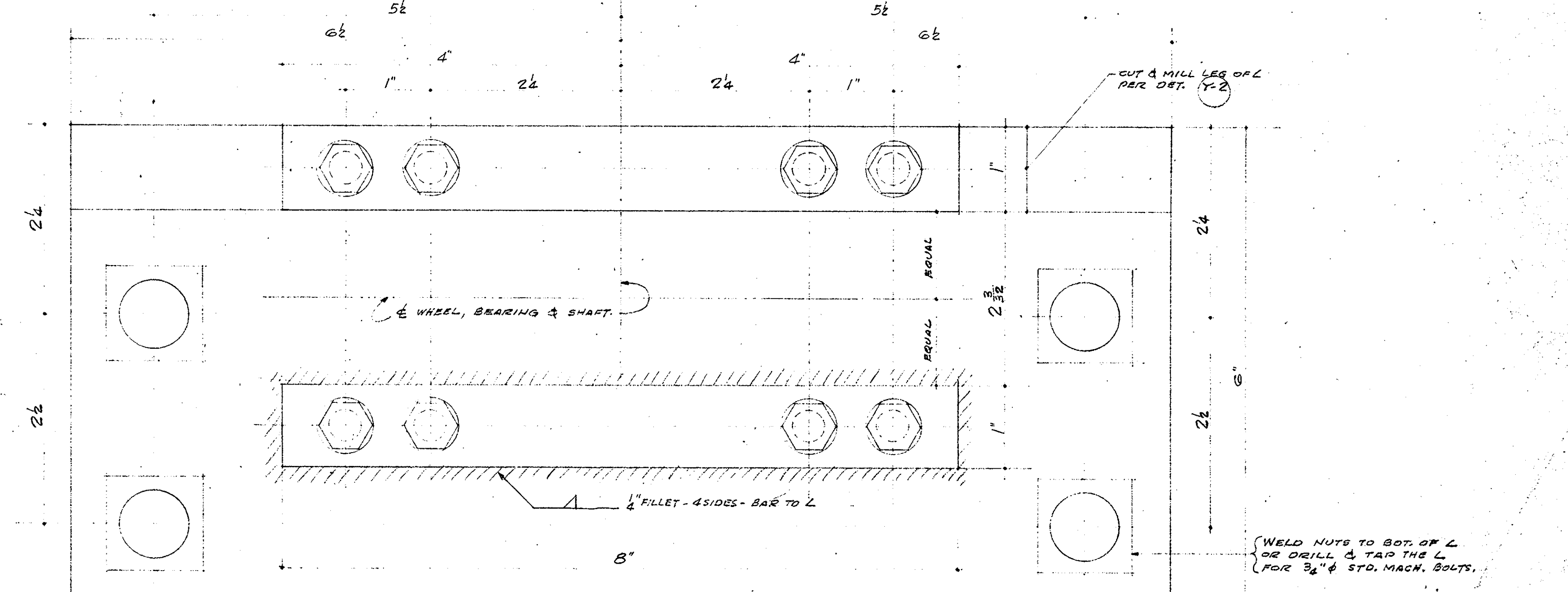
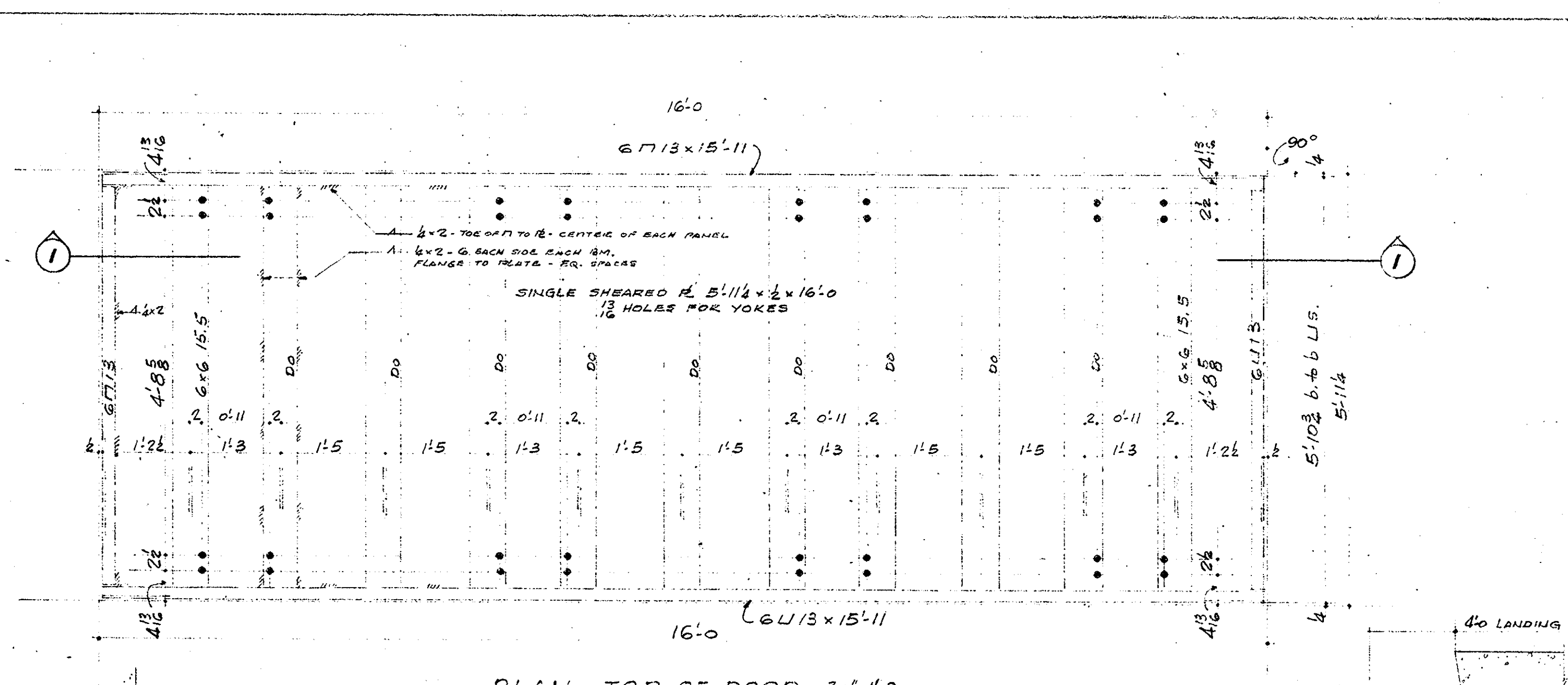
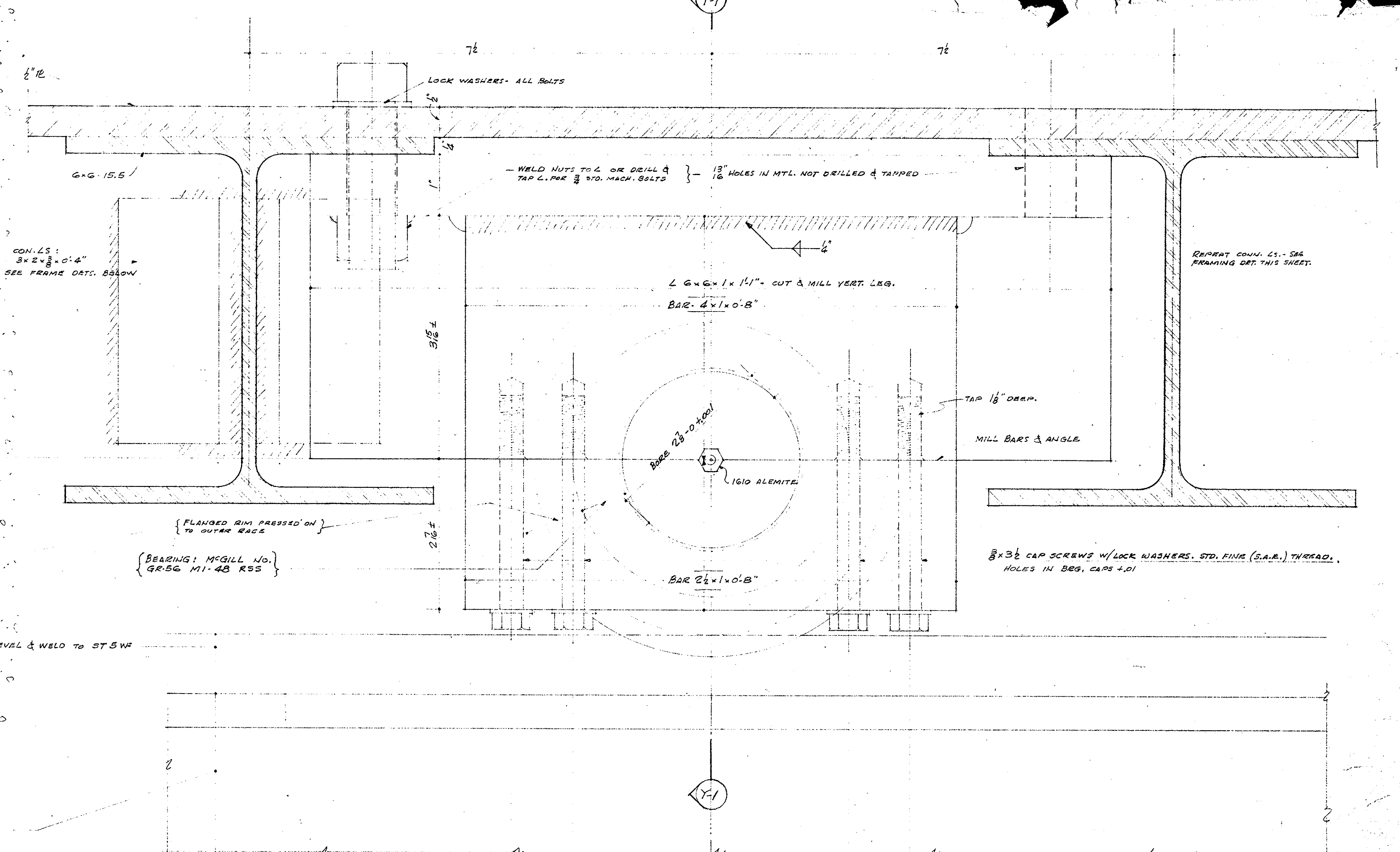
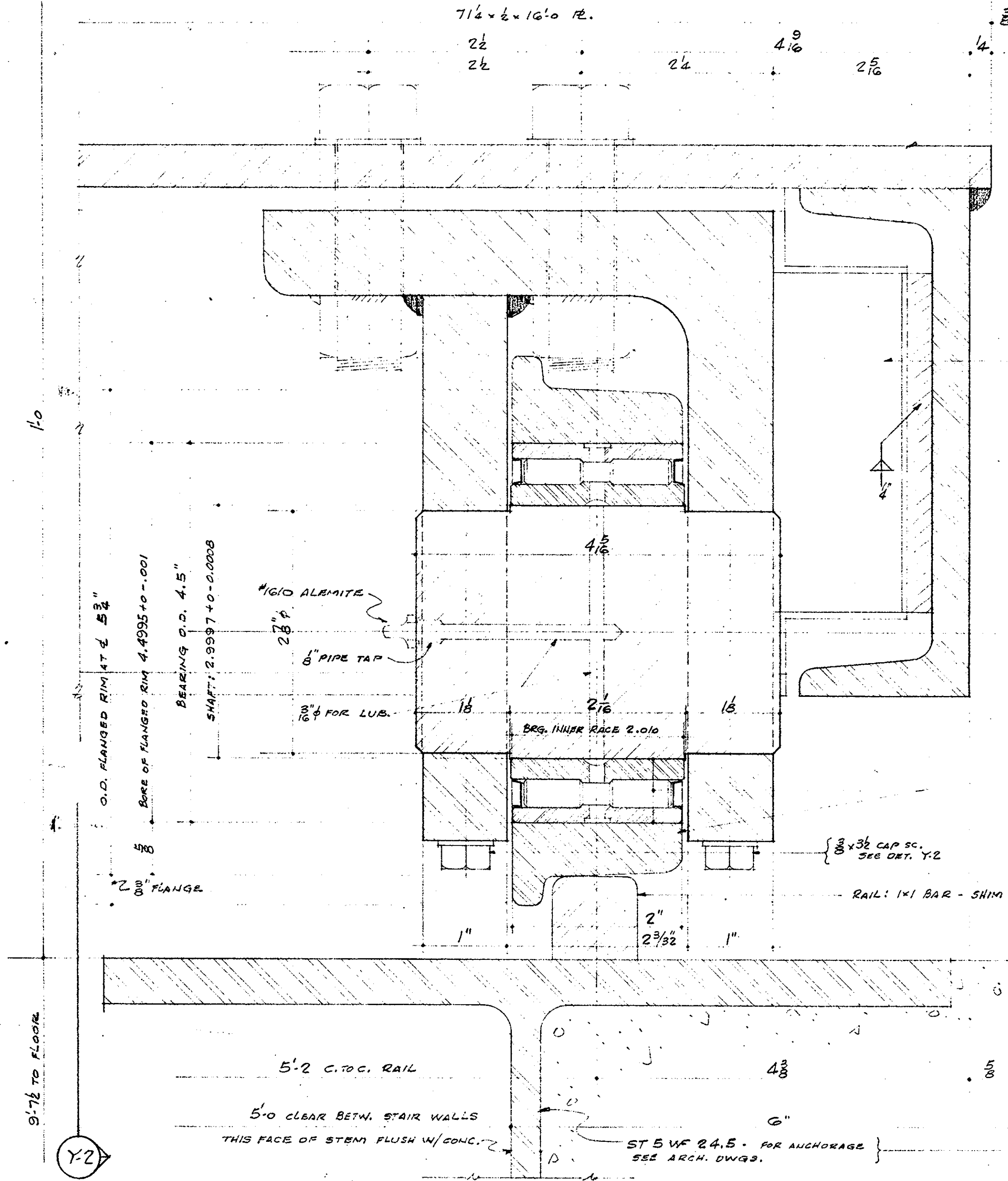
**FIRST FLOOR
REFLECTED CEILING PLAN**
SCALE 1/8"=1'-0"



DETAIL 1/8
3"=1'-0"

NOTE:
THE CONTRACTOR SHALL VERIFY
ALL CONDITIONS & DIMENSIONS
AT THE SITE.

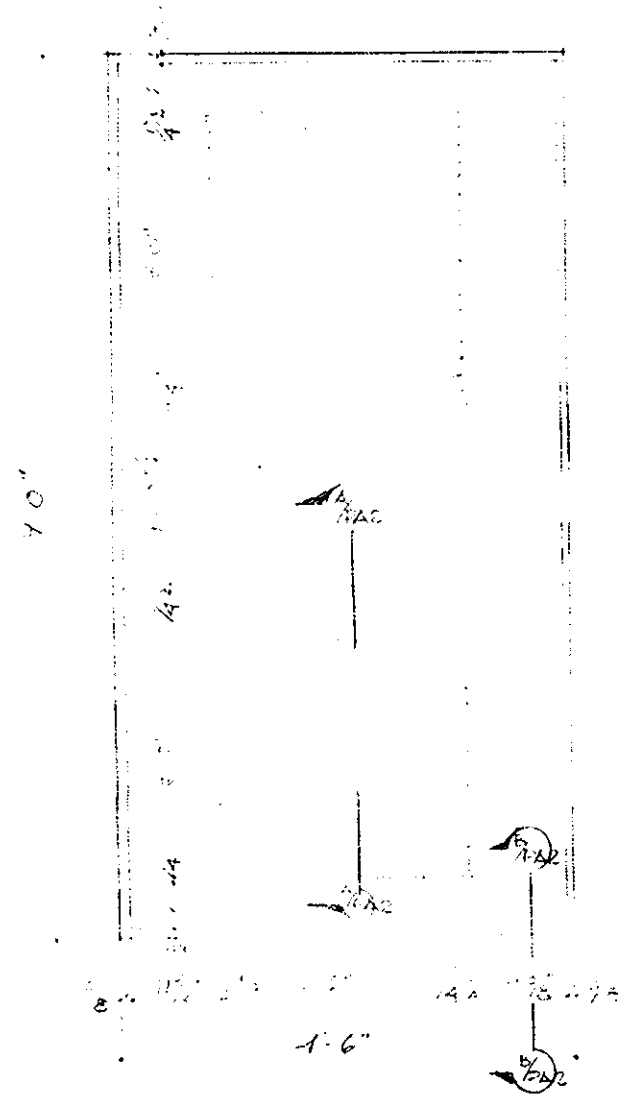
REFLECTED CEILING PLAN & DETAILS		DCP NO. 3416	DRAWN 8
DUPAGE COUNTY HIGHWAY DEPARTMENT AND CIVIL DEFENSE CONTROL CENTER		AS NOTED	
JENSEN & HALSTEAD ARCHITECTS ENGINEERS		DATE	
228 N. LA SALLE ST. CHICAGO, ILL.		NOV. 25, 1957	
REVISIONS	BY DATE		



TYPICAL FRAME CONNECTIONS

FULL SIZE DETAILS OF YOKE & WHEEL ASSEMBLIES - 8 REQUIRED

- NOTES
1. POWER OPERATOR CONTRACTOR SHALL MAKE OWN CONNECTIONS WITH DOOR, USING HIS MATERIAL.
 2. LUBRICATE ALL BEARINGS UPON INSTALLATION WITH LUBRICANT PROVIDED FOR THIS PARTICULAR SERVICE BY THE BEARING MANUFACTURER.
 3. PROVIDE AN ALUMITE GUN LOADED WITH SAME GRADE. MOUNT ON DOOR AS SHOWN IN SECTION 1, USING SPRING CLIPS.
 4. CLEAN THOROUGHLY & APPLY SHOP COAT OF THINCO 30 PAINT.



ELEVATION DOOR # 33
SCALE 1/2" = 1'-0"

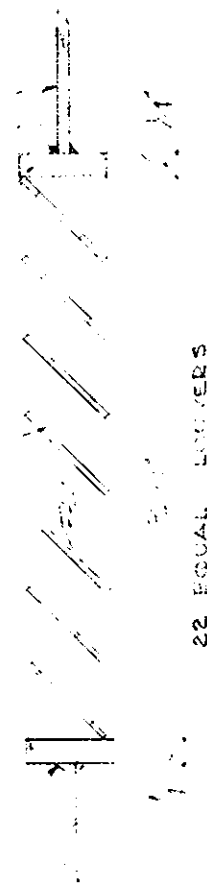
1/4" STEEL PLATE
FILLET WELD (BOTH SIDES)

1 3/4" x 1/2" ST'L BAR

LOUVERS - 1/8" x 2" ST'L
WELDED TO BAR

1 3/4" x 2" ST'L BAR

CONT. FILLET WELD
BOTH SIDES



SECTION A/A
SCALE 3" = 1'-0"

1/4" STEEL PLATE

CONT. FILLET WELD

1 3/4" x 2/8" STEEL BAR

SECTION B/B
SCALE 3" = 1'-0"

PA-2 (DOOR # 33 & DETAILS)

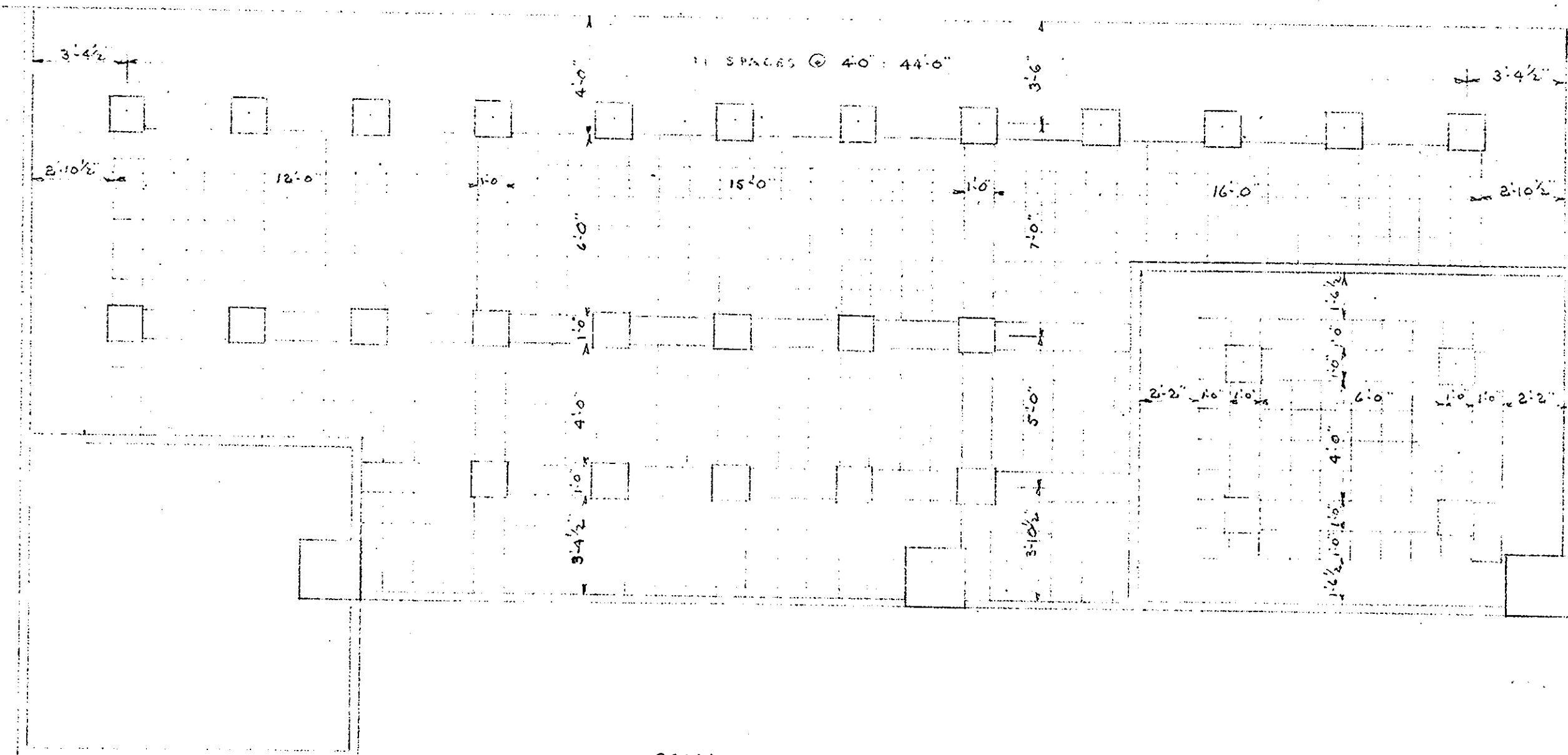
DUPAGE COUNTY HIGHWAY DEPARTMENT
AND CIVIL DEFENSE CONTROL CENTER

3416

AS NOTED

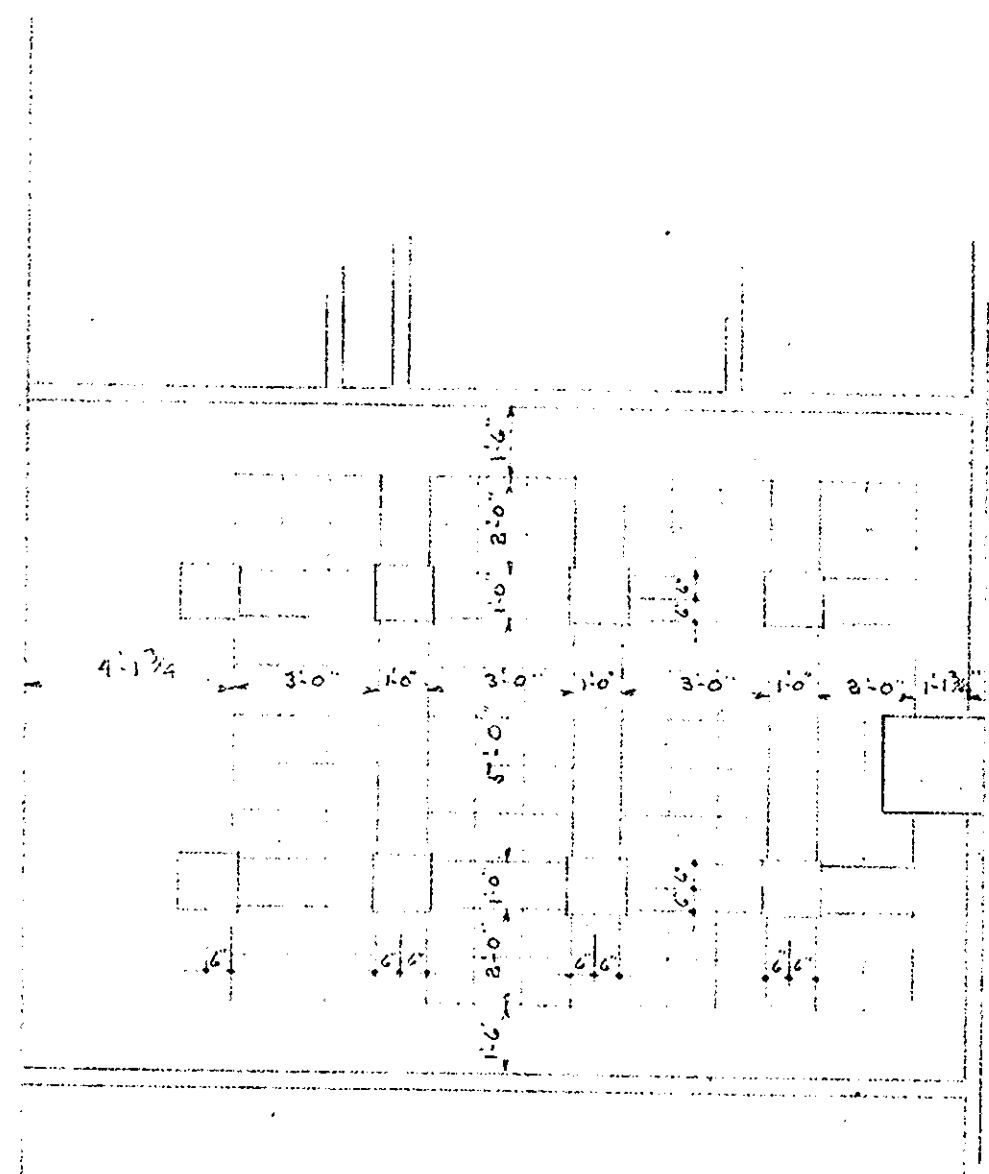
26 DEC 57

PA-2



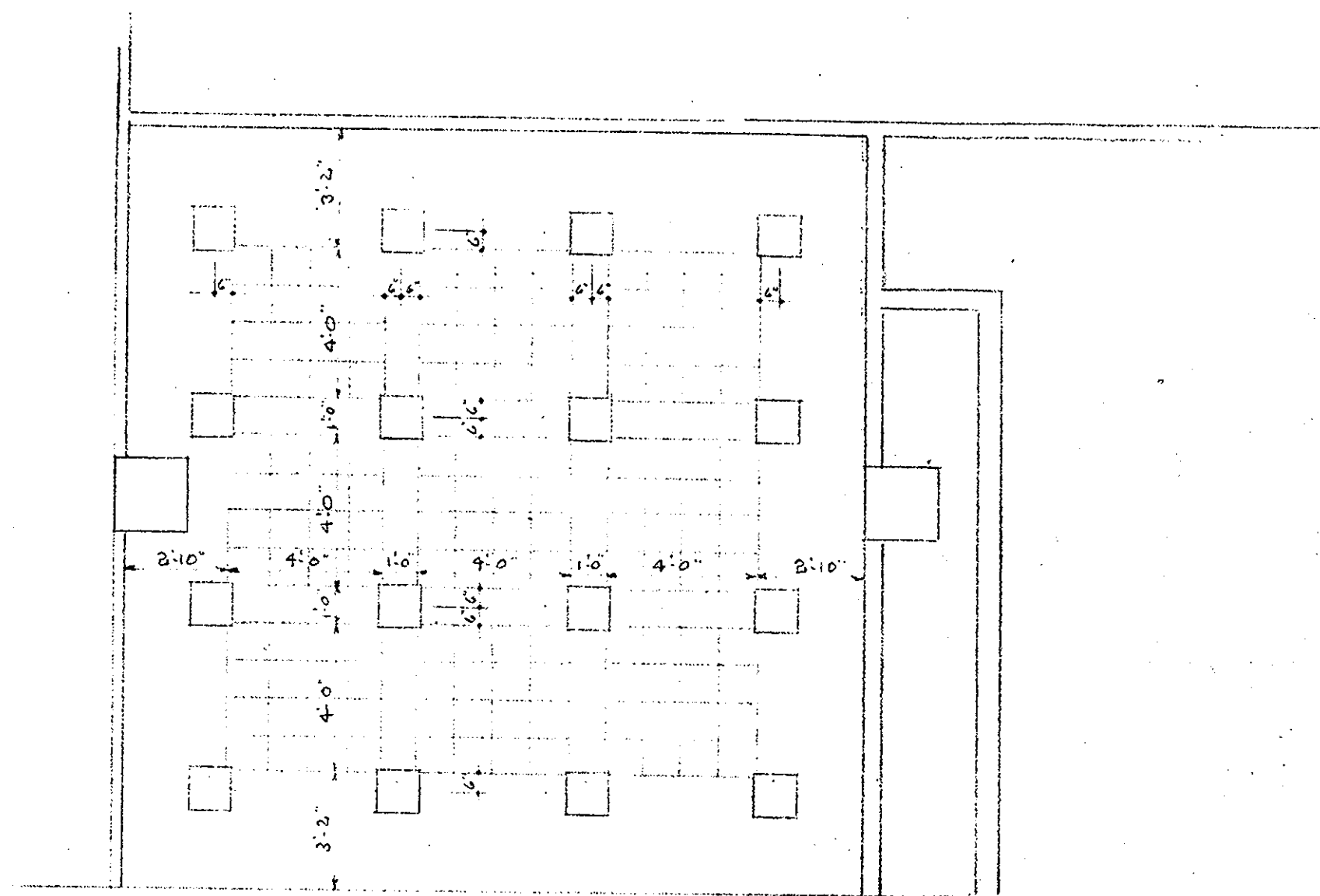
COMMUNICATIONS ROOM B-27

SCALE 1/4"=1'-0"



DIRECTORS OFFICE ROOM B-18

SCALE 1/4"=1'-0"



STATE OFFICE ROOM B-12

SCALE 1/4"=1'-0"

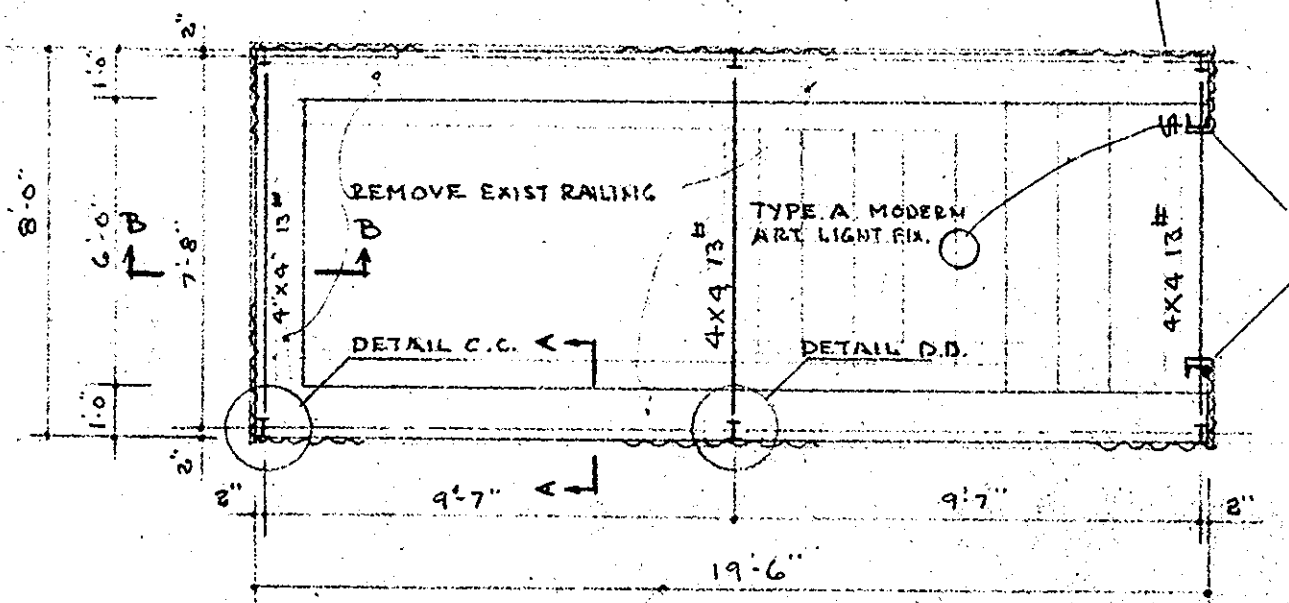
BASEMENT REFLECTED CEILING PLAN

DUPAGE COUNTY HIGHWAY DEPARTMENT
AND CIVIL DEFENSE CONTROL CENTER

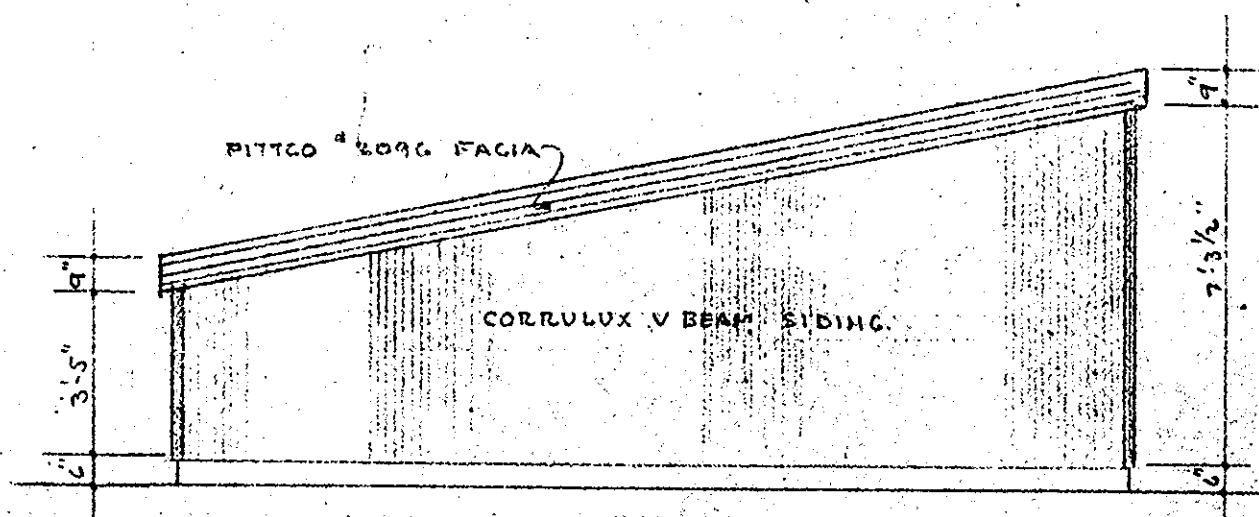
JOB NO.
3416

DA-3

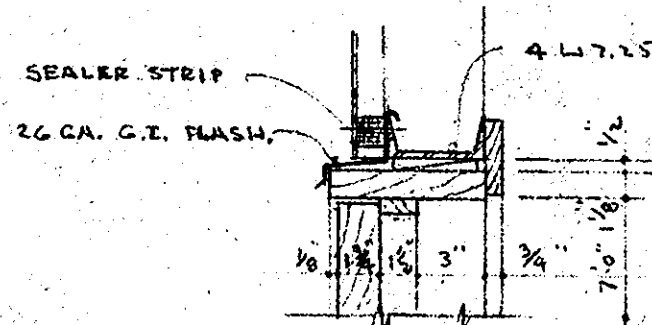
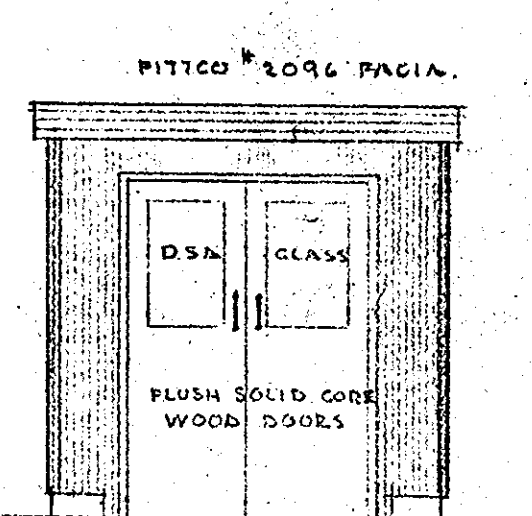
CONDUIT UNDERGROUND TO LIGHT SWITCH AT RADIO TOWER FOR POWER FOR LIGHT.



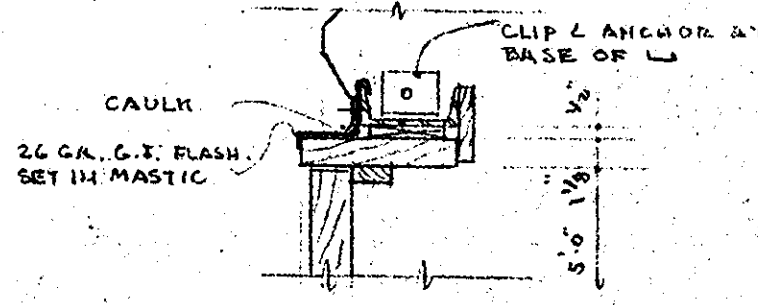
PLAN
SCALE 1/4" = 1'-0"



NORTH ELEVATION (SOUTH SIMILAR)
SCALE 1/4" = 1'-0"

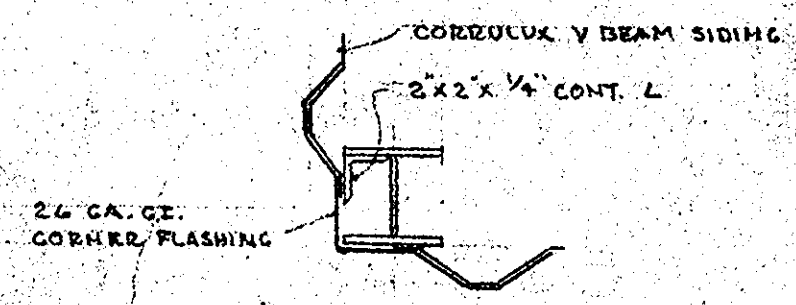


HEAD



JAMB

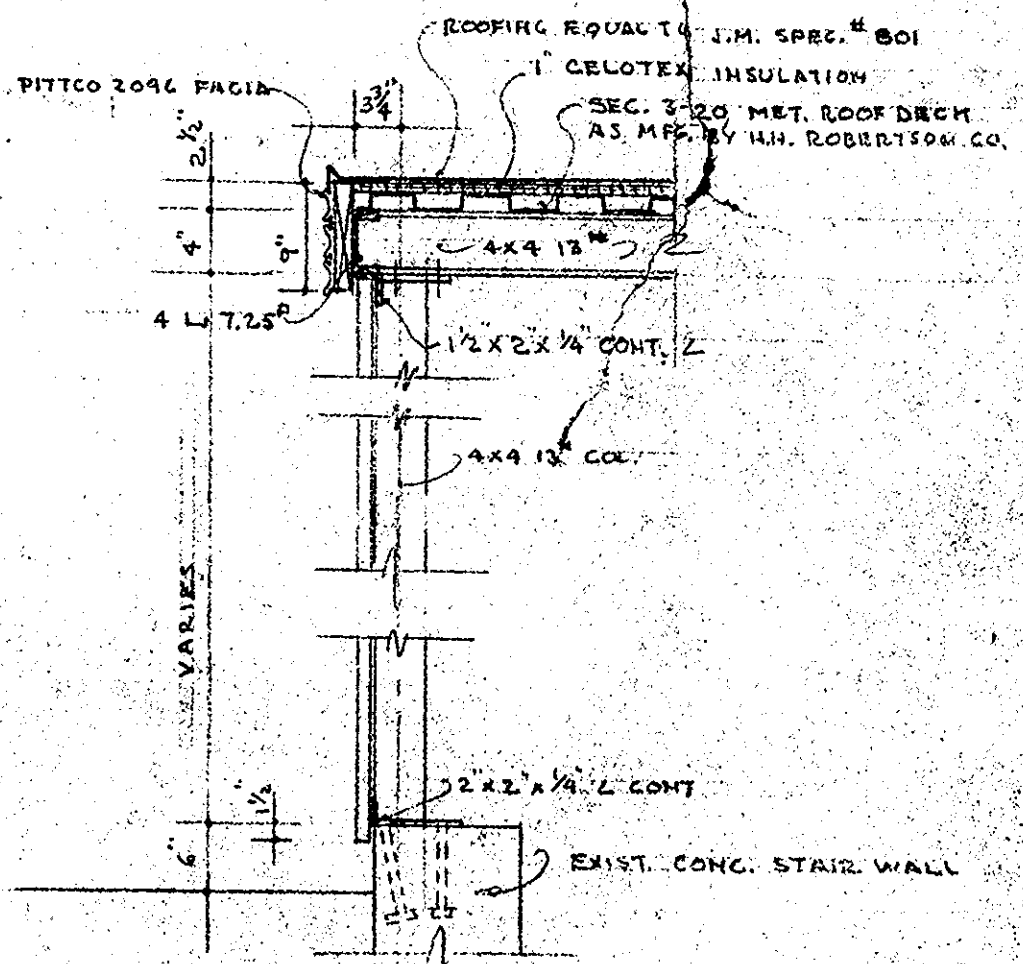
DOOR DETAIL
SCALE 1/2" = 1'-0"



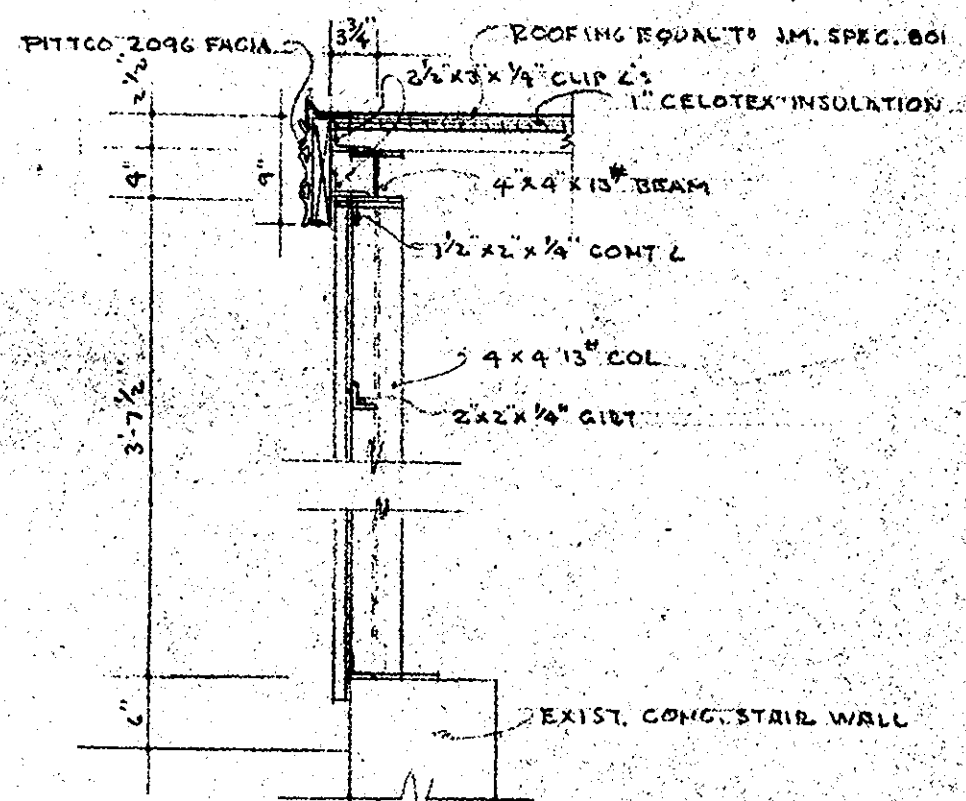
TYPICAL CORNER FLASHING DETAIL
SCALE 1/2" = 1'-0"

GEN. NOTES:

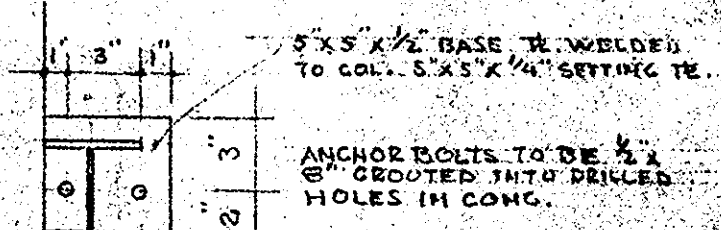
1. SIDING SHALL BE SHEETS OF AWNING WHITE GRANITIZED FINISH "V BEAM" CORRULUX.
2. CORRULUX SHALL BE INSTALLED WITH SIDE LAPS AS RECOMMENDED BY MFG., AND SECURED TO FRAMING WITH CADMIUM PLATED BOLTS AND METAL BACKED NEOPRENE WASHERS.
3. AT POINTS OF CONTACT WITH FRAMING, STANDARD SEALER STRIPS THAT FIT CONTOUR OF MATERIAL SHALL BE INSTALLED. EDGES SHALL BE SEALED WITH MASTIC. WHOLE INSTALLATION SHALL BE WATERTIGHT.
4. HARDWARE FOR DOORS SHALL BE: 2 CLOSERS WITH HOLD OPEN, 3 RR. BUTTS, TOP & BOTTOM BOLTS, 2 PUSH PLATES, 2 PULLS, 4 KICK PLATES, DURA-FLEX ALUMINUM THRESHOLDS.



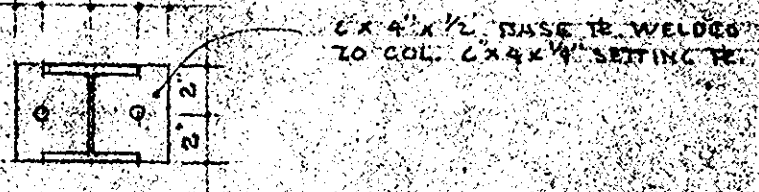
SECTION A-A
SCALE 3/4" = 1'-0"



SECTION B-B
SCALE 3/4" = 1'-0"



DETAIL C-C
SCALE 1 1/2" = 1'-0"



DETAIL D-D
SCALE 1 1/2" = 1'-0"

STAIR ENCLOSURE		JOB NO. 3916	DRAWING PA-5
DUPAGE COUNTY HIGHWAY DEPT. CIVIL DEFENSE CONTROL CENTER		SCALE	
JENSEN & HALSTEAD ARCHITECTS ENGINEERS 228 N. LA SALLE ST. CHICAGO, ILL.		DATE APR 1950	

HISTORIC ILLINOIS BUILDING SURVEY

INDEX TO SUPPLEMENTAL MATERIALS

DuPage County Highway Department and
Civil Defense Control Center
130 North County Farm Road
Wheaton
DuPage County
Illinois

HIBS No. DU-2017-01

HISTORIC ILLUSTRATIONS AND PHOTOGRAPHS

- Figure 1. Chicago Daily Tribune "Wheaton Site of First H-Shelter." April 11, 1958.
- Figure 2. Chicago Daily Tribune "Dedicate Nuclear Age Defense Center Sunday: First H-Bomb Shelter Will Open Sunday." October 19, 1958.
- Figure 3. Chicago Daily Tribune "Du Page Underground Control Shelter Is Nation's First: Volunteers Use It for Training." September 10, 1959.
- Figure 4. DuPage County. Miscellaneous Views of the DuPage County Highway Department and Civil Defense Control Center. Undated.

Wheaton Site of First H-Shelter

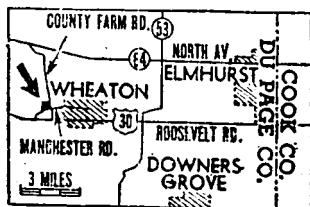
Could Withstand Near Miss

BY JOHN H. THOMPSON

(Picture on back page)

The first civil defense control center in the United States capable of sheltering its inmates from anything but virtually a direct hit by the most powerful hydrogen bomb is rising near Wheaton, 25 miles west of Chicago.

When completed by Du Page county it will become the civil defense communications center for Chicago and



all northeastern Illinois in the event of an actual or threatened attack by enemy bombers or intercontinental ballistic missiles.

First H-Age Refuge

Civil Defense administration headquarters in Battle Creek, Mich., confirmed that the Wheaton structure is the first in the nation to be built for the nuclear age. It is intended to remain intact if it is three miles or more from the center of a 20 megaton [20 million tons] H-bomb explosion.

This requires a structure able to withstand blast pressure of 30 pounds per square inch. Workmen yesterday poured 860 cubic yards of reinforced concrete to make a slab three feet thick.

The architects, Jensen & Halstead, 228 N. La Salle st., said the slab, forming the center's ceiling, will withstand 30 p.s.i. and will shield occupants from radioactive fallout or penetration.

Costs Shared

Seymour Waterfall, chairman of the Du Page county board of supervisors, said the county and federal govern-

ments share the cost of the center. It will occupy the basement of the building, while the county highway department uses the nonbomb proof first floor.

Over-all cost of the entire building, situated at the northwest corner of County Farm and Manchester roads, is \$500,000. The center, 120 feet long by 70 feet wide, will have concrete walls and floor two feet thick.

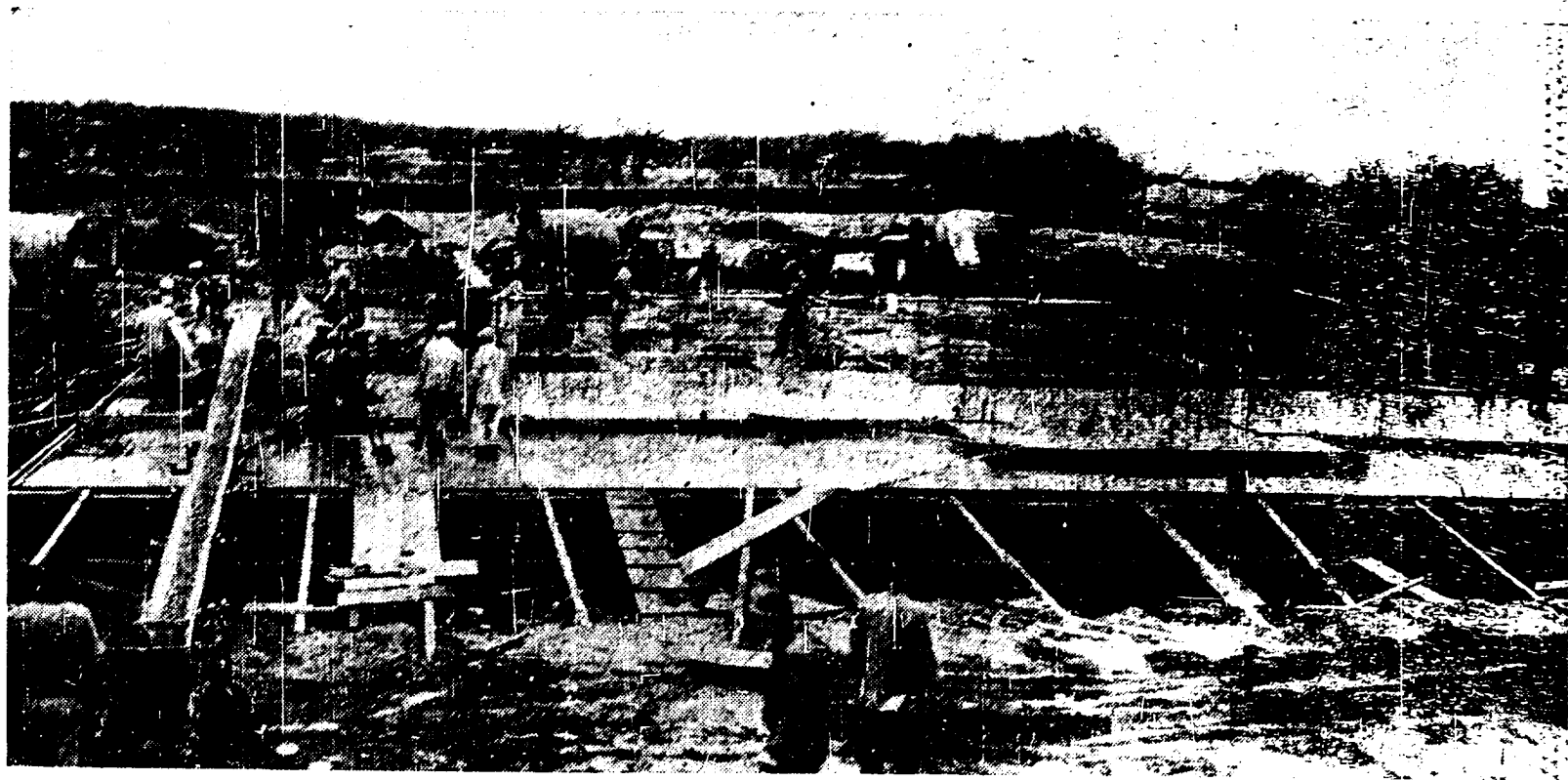
There is no entrance from the first floor. The center will be reached by exterior stairs, protected by a blast door, leading into a tunnel. Inside the center will be facilities enabling the occupants to survive without outside aid for at least two weeks.

Room for 100

Robert Wasson, project architect, said the center, built to federal defense specifications, will be equipped with extensive air conditioning and filtering equipment. The center has a 9.6 foot ceiling and can hold up to 100 occupants.

Two gasoline operated generators will provide power for radio and teletype transmission, light, heat, and ventilation. In addition to working space, the center will have separate dormitories for men and women, kitchen, food storage, sanitary facilities, and a dispensary for doctor and nurses.

Build Nuclear Bomb Defense Shelter Near Wheaton

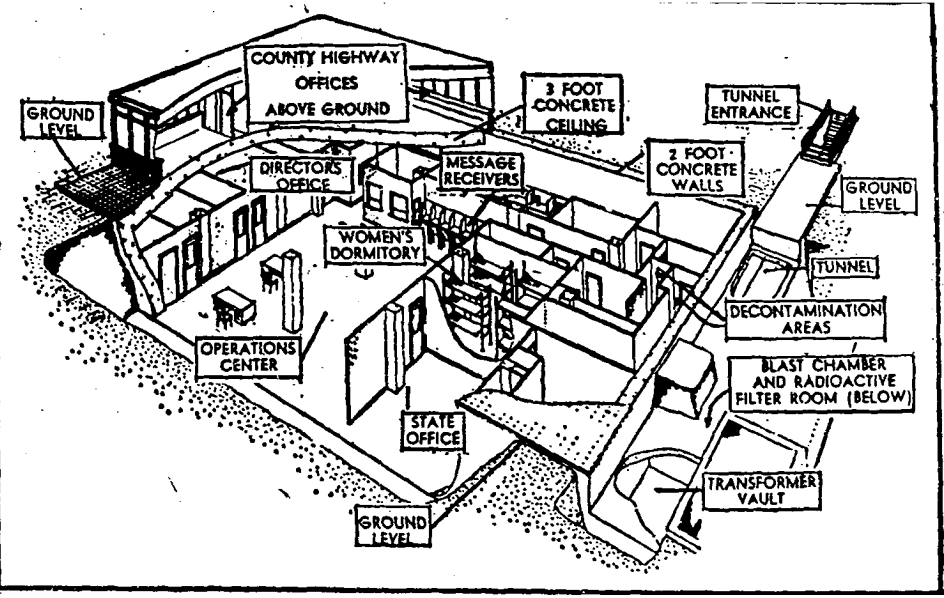


[TRIBUNE Photo]

Workmen pouring a slab of concrete 3 feet thick as ceiling for nation's first civil defense control center near Wheaton.

The center, with room for 100 persons, is planned to withstand H-bomb blast three miles away. (Story on page 2)

Dedicate Nuclear Age Defense Center Sunday



[Prepared from Drawings by Jensen & Halstead, Architects and Engineers]

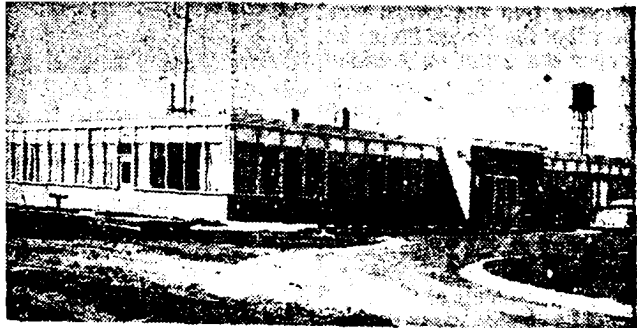
Cutaway sketch of new civil defense control center at Manchester and County farm roads, two miles west of Wheaton, which will be dedicated Sunday. Legends identify some of the many features of self-sustaining headquarters, built to withstand 20 megaton hydrogen bomb blast.

FIRST H-BOMB SHELTER WILL OPEN SUNDAY

Center at Wheaton for Civil Defense

The nation's first nuclear age civil defense underground control center will be dedicated Sunday near Wheaton.

Capable of withstanding the blast of a 20 megaton hydrogen bomb exploded three or more miles away, the \$360,000 center will house civil defense officials directing evacuation and rescue operations in peace time or war time disasters.



Building atop underground defense control center, which will house Du Page county highway department offices.

federal officials as the first state civil defense director, blast and radiation resistant will speak.

H-bomb shelter in the United States. It will serve as a headquarters in emergencies for the northeast Illinois and Du Page county civil defense agencies.

The center is at Manchester and County Farm roads, 2 miles west of Wheaton and about 30 miles west of the Chicago Loop.

Can Relay Orders

Sen. Dirksen [R., Ill.] is expected to officiate at ribbon cutting ceremonies at which federal, state, and county officials also are expected. Maj. Gen. Robert M. Woodward,

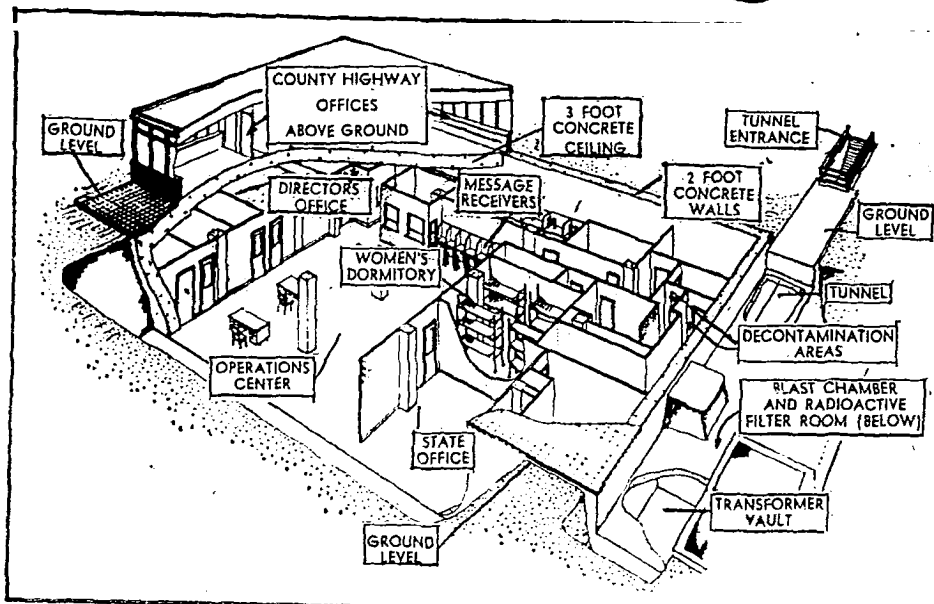
The program will begin at 1:45 p. m. and the shelter will be open to public inspection thereafter.

In the reinforced basement center, disaster alerts and orders can be relayed from national and state warning points to local officials throughout northeast Illinois.

Cooking, storage, and dormitory facilities in the center are sufficient to sustain an operating staff of 60 for two weeks, Woodward said.

The center serves a dual purpose with a building above ground to house county highway department offices.

Du Page Underground Control Shelter Is Nation's First



Cutaway drawing shows underground civil defense control center at Manchester and County Farm roads two miles west of Wheaton. Legends identify some of the features of the self-sustaining headquarters, built to withstand 20 megaton hydrogen bomb blasts. An intricate radio and communications system is "activated" by volunteer workers each Monday night.

Volunteers Use It for Training

BY DAVID CANFIELD

The nation's first civil defense underground control center—dedicated Oct. 19, 1958—is located 2 miles west of Wheaton at Manchester and County Farm roads.

Capable of withstanding a blast of a 20 megaton hydrogen bomb exploded 3 or more miles away, the \$360,000 center will house northeast Illinois and Du Page county civil defense officials directing evacuation and rescue operations in peace time or war time disasters.

Meet Every Week

About 35 to 50 Du Page county civil defense workers meet in the blast and radiation resistant H-bomb shelter at 7:30 p. m. each Monday. Under the leadership of Roy C. Blackwell, Lombard, county civil defense director, the volunteers "activate" an intricate amateur radio and communications set-up under simulated disaster conditions.

Disaster alerts and orders can be relayed from national and state warning points to local officials thruout northeast Illinois in the reinforced basement center. Occupants of the shelter are protected by a concrete ceiling 36 inches thick and 24 inch concrete walls. A 2½ ton steel door can be operated by a button in a tunnel leading to the shelter. The door is operated by electricity supplied by the shelter's own generator.

In the control center are food, living quarters, kitchen facilities, and medical supplies to keep a full staff of 80 persons alive for three weeks in event of an atomic attack.

Road Headquarters

There are men's and women's decontamination rooms which would be used by persons entering the shelter after a bomb already had been dropped on the area: Doctors with geiger counters would examine each new arrival for possible contamination.

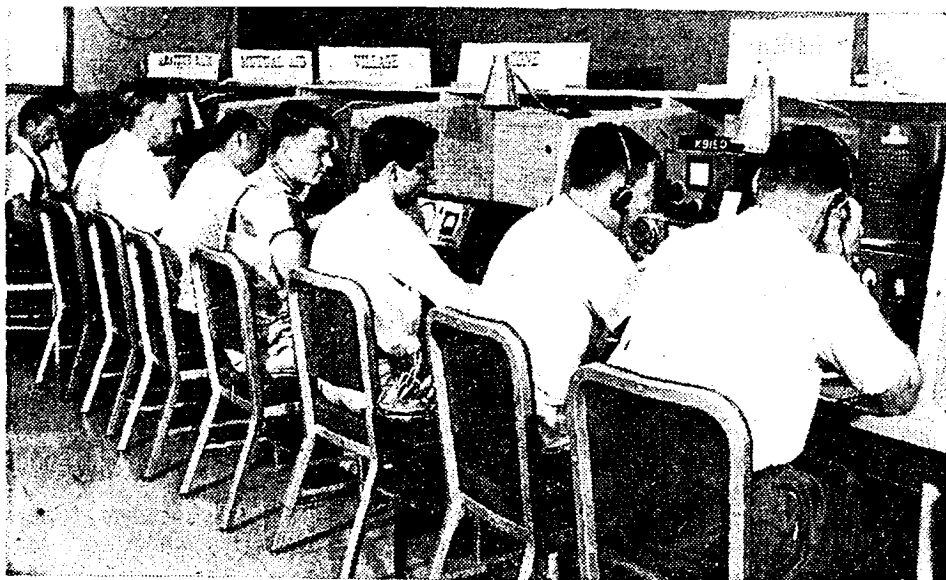
Altho all civil defense facilities are underground, Du Page county highway



Du Page county's civil defense committee meets in the director's office. Members are (from left) Clifford Simpson, Elmhurst, deputy director; Roy C. Blackwell, Lombard, director; Harold P. Dunton, Wheaton, chief deputy director; and Wesley E. Kidd and Burton Tilden, Glen Ellyn, and Donald Swan, Lombard, all deputy directors. The \$360,000 center will house officials directing evacuation and rescue operations in peace or war time disasters.

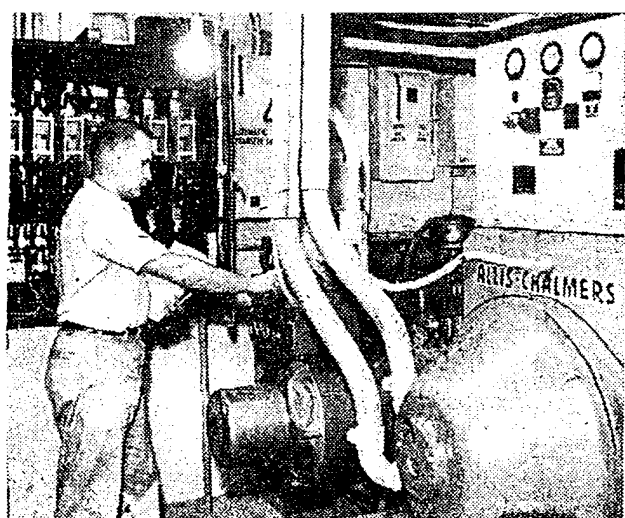


Three volunteer workers operate a Civil Air Patrol station. They are (from left) C. A. P. Cadet Robert Payton Jr., Wheaton, operating a transmitter; and Miss Joanne Leonard, Wheaton; and Miss Carole J. Cavitt, Gillespie, Macoupin county, trainees, listening with ear phones.



Amateur radio operators make contacts with control centers in Du Page county villages and cities.

(TRIBUNE Photos by Fred Giesel)



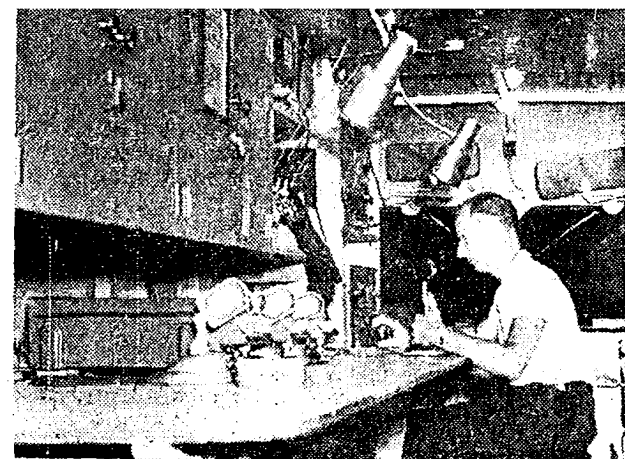
Adjusting the 100 kilowatt emergency power generator is Charles Brokaski, 2119 Oak Park av., Berwyn, assistant supervisor of fixed and portable power. Eight portable generators of 25 kilowatts each also are available.



Mrs. Roy C. Blackwell, Lombard, makes the lower bunk of a bed in the women's dormitory. There are 24 beds each in the women's and men's dormitories.



Kitchen helpers prepare refreshments for workers. Mrs. Gerald Smith (left), Lombard, pours coffee into a percolator. Mrs. Karl Pearson, Villa Park, puts ice in a punch bowl.



Harry Ecklund, Wheaton, mobile unit supervisor, operates an amateur radio in the mobile communications center truck.

department built its headquarters building on top of the 36 inch slab covering the shelter.

Members of the county civil defense committee are Blackwell; Harold P. Dun-

ton, Wheaton, chief deputy director; and Clifford Simpson, Elmhurst; Wesley E. Kidd and Burton Tilden, Glen Ellyn; and Donald Swan, Lombard; deputy directors.



KODAK SAFETY FILM 35mm



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KODAK SAFETY FILM 35mm



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KODAK SAFETY FILM 35mm



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