



1964 Spaceport News Summary

Followup From the Last Spaceport News Summary

Of note, the 1963, 1964 and 1965 Spaceport News were issued weekly. Starting with July 1966, the Spaceport News went to an every two week format.

The first issue of the Spaceport News was December 13, 1962. The two 1962 issues and the issues from 1996 forward are at [this website](#). Spaceport Magazine superseded the Spaceport News in April 2014. Spaceport Magazine was a monthly issue, until the last and final issue, Jan./Feb. 2020.

All links were working at the time I completed this Spaceport News Summary.

Larry Clark sent a response from the 1963 Spaceport News Summary, regarding an artist's concept of the Merritt Island Launch Area; reference page 34. I found an aerial from 1996, in an Historic American Engineering Record, of the south Industrial Area, or sometimes referred to as the HMF area, in the Shuttle day.



The following in quotes, is from Larry: "...At the very bottom of the HMF are two buildings I spent a tremendous amount of time in... .. The red circle is building M7-1412. It was originally built to test the Gemini Spacecraft RCS. In 1977 USBI converted it for use as our Aft Skirt Thrust Vector Control System Hot Fire Test Facility. The blue circle to the left of that is M7-1410 which we never did convert for testing but we used it to store and work on our GSE that we used for testing. The blue square below them both is where we had our test can control van. A converted single axle refrigerated truck trailer. We were only supposed to hot fire test the SRB TVC systems thru STS-7. But that changed after the first few missions when we realized we weren't going to be able to wash dry and fly the systems. So we ended up using that facility until the ARF was built and occupied in 1987. Both those buildings are now gone...". **Thanks a bunch Larry!**

From The January 2, 1964, Spaceport News

From page 1, **"It's Official: Kennedy Space Center"**. The article reads "NASA's Launch Operations Center is no more. It has been officially redesignated as the John F. Kennedy Space Center, NASA. This was announced by NASA Administrator, James E. Webb, and supplements a name change made by President Lyndon B. Johnson in a Thanksgiving Day message, November 28. The executive order signed by Webb reads: "In accordance with the Executive Order of November 29, 1963, the Launch Operations Center of the National Aeronautics and Space Administration is hereby redesignated as the John F. Kennedy Space Center, NASA. The official mailing address is as follows: John F. Kennedy Space Center, NASA, Cocoa Beach, Florida, 32931." Under the new designation, Dr. Kurt H. Debus is Director of the John F. Kennedy Space Center."

On page 2, **"MILA Area Construction Projects Progress Rapidly"**. In part, the article reads "Merritt Island Launch Area construction work, slowed somewhat by the seasonal holidays, gets back into full swing today. Here's a partial progress report; as of mid-December: The barge unloading area near the Vertical Assembly Building site, and Launcher Umbilical Tower erection areas one and two are completed. Nearly half of the 37,500 cubic yards of concrete had been placed in the VAB's foundation, and 655,000 linear feet of a total of 674,000 feet of piling had been driven..."

...Also at MILA, paving is complete from Orsino and is underway from the bascule bridge east to Cape Kennedy on the Orsino causeway... ..Completion date for the dispensary is estimated to be March 1. The fire station is expected to be finished within a couple of weeks... ..The Manned Spacecraft Center's Operations and Checkout Building is nearly three fourths completed..."



“AERIAL VIEW from near the site of the Vertical Assembly Building on Merritt Island, looks down crawlerway toward pad areas, past giant cranes at work.”

From The January 9, 1964, Spaceport News

The headline is “**HEADQUARTERS BUILDING TO OPEN IN MARCH 1965**”. Part of the article reads “Contractor bids for construction of the Kennedy Space Center's Headquarters Building on Merritt Island are to be opened next Tuesday. Estimated cost of the four-story structure is about \$8 million. Scheduled completion date is March 31, 1965... Plans call for 2,031 people to occupy the building's 319,000 square feet of space. In addition to offices, there will be several conference rooms and a small auditorium. The KSC Director's office will be on the fourth floor...”.



“BIDS FOR THE CONSTRUCTION of the KSC Headquarters Building, as depicted above by artist Don Mackey, will be opened Tuesday. Mackey's art work was completed before the

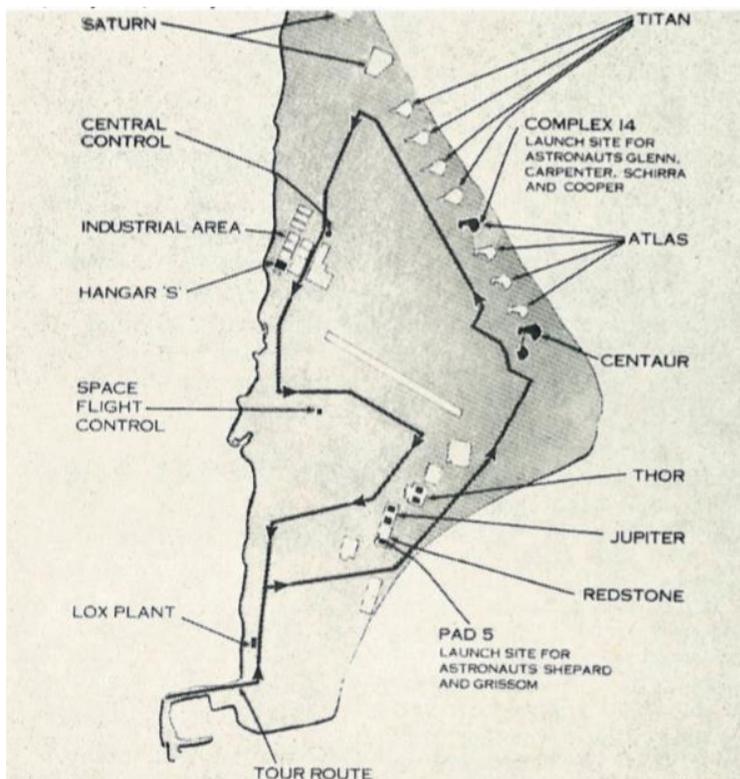
Launch Operations Center changed names.” The wording on the building artwork signage is “LAUNCH OPERATIONS CENTER HEADQUARTERS”.

On pages 4 and 5, “SUNDAY OPEN HOUSE' CAPE TOURS PROVE POPULAR TO TOURISTS, NATIVES ALIKE”. In part, the article reads “The Air Force's recently inaugurated Sunday open-to-the-public drive through of Cape Kennedy has proven overwhelmingly popular with tourists and natives alike. Spaceport News photographer Russ Hopkins went along with Jane Harbin of Safety and Kami Hanson, a pool typist, to see just what could be seen enroute.

As indicated by the map... ..the tour passes by the Polaris launch area, by the site where Alan Shepard and Gus Grissom were launched, and runs past the Delta pads. It then cuts by the Centaur complexes, and goes down ICBM row, past Atlas and Titan areas, before turning near Saturn Complex 34 and running back through the Cape industrial area.



“AS THE ROUTE bends back for the return trip through the Cape's industrial area, Jane and Kami get a clear view of Complex 34, and, beyond, Complex 37 and SA-5.”



On page 8.



“CAPE CARPENTERS Jim Gross and E. E. Day put finishing touches to new sign atop E and L Building Monday. It was one of the first KSC signs put in use.” Some years back Pete Chitko and I made a trip inside the E&L Building to see if there was anything remaining of NASA's presence in the building. We did not find any remnants, paintings, photos or such! If only the walls could talk!

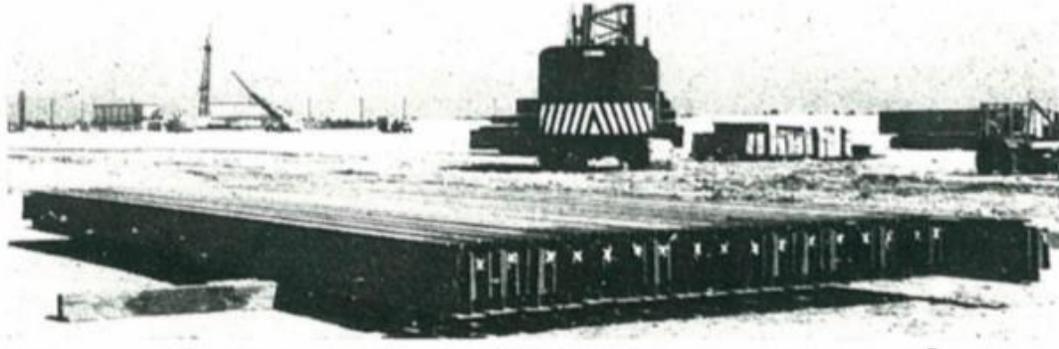
From The January 16 1964, Spaceport News

The headline is “VAB-THE WORLD S LARGEST BUILDING, Construction Activity Already Well In Swing”. A large portion of this issue is dedicated to the VAB. A portion of the listed article reads “Construction on seven-and-a-half acres of Merritt Island terrain is in full swing today, as skilled craftsmen mold the foundation on which will be placed the world's largest building. An apparent low bid of \$63.3 million by three firms in a joint venture to outfit and equip KSC's immense Vertical Assembly Building, exclusive of the foundation and structural steel was the third and final major construction contract announcement. The firms are Morrison Knudsen Co. Inc., Perini Corp., and Paul Hardeman Construction Co. Inc.

Earlier, Blount Brothers Corp., Montgomery Ala., was awarded an \$8 million contract for the foundation work. Nearly 130 miles of piling have been driven and laying of the concrete floor slab is nearly completed... ..Design and construction criteria for the VAB were begun in 1961, under KSC direction, working closely with the Corps of Engineers...”.

On page 8, “Steel To Be Transported To MILA Area From Tampa”. In part, the article reads “Structural steel, which will form the framework of the VAB is trucked 125 miles to Merritt Island from Tampa. Leo Manta of the J. L. Manta Company, estimated it will take close to a year to transport 50,000 tons of steel to the site. The first shipment is

pictured... ..The Manta firm subcontracted from the American Bridge Division of U. S. Steel, for delivery of the metal from all points of the country...”.

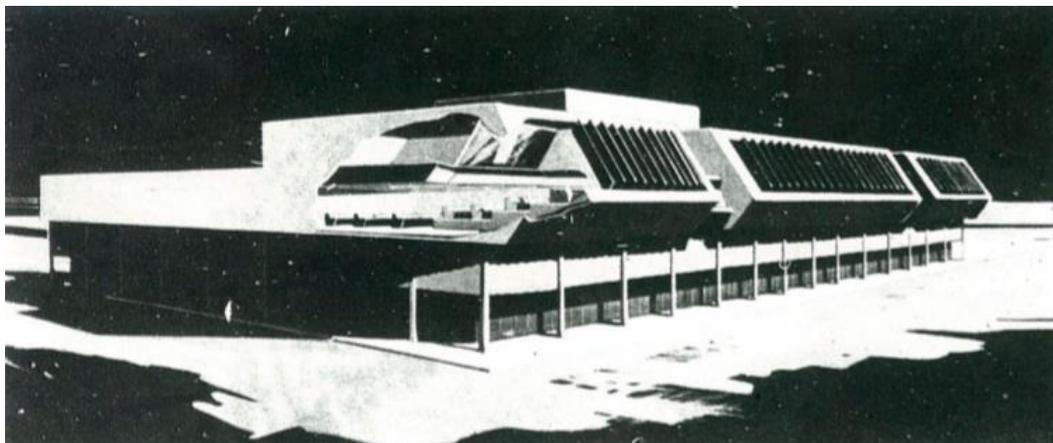


Also on page 8, “**VAB SITE ADJACENT TO DUMMITT GROVES**”. The article reads “The site of the Vertical Assembly Building at MILA is just a few miles south of one of Merritt Island's historic landmarks — the famous Dummitt citrus grove. The centuries-old grove is located a short distance south of Haulover Canal, and is bordered by Indian River Lagoon and the Indian River.

Many credit the grove as being the oldest in America. Its trees are said to have grown from seeds dropped by early Spanish explorers who visited the Cape area in the early 1500s. The Dummitt grove was the only one of sweet oranges to live through the record breaking low temperatures of a disastrous 1835 freeze, and many also credit it with providing the bud bank which restored Florida's citrus industry. The grove, which still bears fruit from a few gnarled and weatherworn trees, was named after Captain Douglas D. Dummitt an Englishman who came to Florida around 1807.”

[This site](#), among others, provides more information about Douglas Dummit and his groves.

And lastly, on page 8.



“DIRECTLY EAST of the VAB's low bay area will be this modernistic Launch Control Center (LCC). It will house display, monitoring, and control equipment for both checkout and launch operations. Offices, a dispensary, and a cafeteria will be on the first floor, telemeter checkout stations on the second floor, and four firing rooms, one for each high bay, on the third floor. Each firing room will contain an identical set of control and monitoring equipment so the launch of a vehicle and checkout of others may occur simultaneously.”

VAB High Bay 4 was never outfitted for vehicle stacking and Firing Room 4 was not outfitted as such, until later in the Shuttle Program. Firing Room 4 was the control room for Crew Dragon Demo-2.

From The January 23, 1964, Spaceport News

On page 7, “MILA FOOD SERVICE FOR 10,000 BEGINS IN MAY”. A portion of the article reads “Within four months cafeterias, snack bars, and mobile food trucks will be feeding about 10,000 people a day at the Merritt Island Launch Area... ..The operation of the four cafeterias, a central kitchen, eight snack bars' two semi-mobile units and several mobile snack wagons, will be handled under contract by Macke Progressive Food Systems, Washington, D. C...

...The main cafeteria and central kitchen will be in a separate building in the MILA Industrial Area, just west of the KSC Headquarters Building. This cafeteria will seat 320 people and be able to handle 700 an hour. The O & C Building cafeteria will seat 400 and handle 900 or more an hour. Another 400-seat cafeteria will be in the KSC headquarters building. The fourth cafeteria will be in the Launch Control Center just east of the Vertical Assembly Building... ..In addition, there will be three semi-private executive dining rooms on MILA, each with about a 50 seat capacity...”.

From The January 30, 1964, Spaceport News

On page 5, “KSC's Paperwork Detectives Find Scarce Specs”. How things change! Part of the article reads “Need a replacement for a burned out transistor? Want to check specifications for a length of cable, a rusted bolt, or a faulty resistor? These and hundreds of other diversified items are checked on each week in KSC's Specifications and Standards Unit of the Technical Documentation Section. In the fully-automatic Lektra files in Hangar R's Room 105 are more than 90,000 detailed documents listing the nomenclature on everything from one-of-a-kind rocket parts to specifications describing how to relocate graveyards...”

...“Before we set up shop in November 1962,” Tash said, “specifications were spread all over the center, and it was a time consuming job to find documentation for any item.”

"One individual made 18 calls for specs on a particular fuel. When he finally got in touch with us, the paperwork was located in five minutes..."



"MORE THAN 90,000 documents are located in the Specifications and Standards Unit's files. Here, Barbara Fearn, Anna Gail Fisel and Dottie Dean find "specs" requested by NASA customers."

[On page 8.](#)



"DREDGES swing into action on the crawlerway between Complex 39's Pad A and the Vertical Assembly Building site. They are scooping out a "soupy-like" layer of Earth, which will be replaced with more substantial material."

Also on page 8.

SPACE VOLUNTEER



Dear Sir:

I am 10 years old and in the fourth grade. My friend and I play Martians a lot and know all about the planets. We wish we could train for being lady astronauts and then go to the moon or to another planet.

Please think it over and then reply. We are very serious. What do you have to do to be an astronaut?

If we can go to the moon or another planet our rocket's name will be "Enemy 8." Is that a good name?

Lynn S.
Manitowoc, Wisconsin

From The February 6, 1964, Spaceport News

On page 1.

WHO DID YOU SAY WAS CALLING?

The telephone rang in the Launch Control Center at Complex 37 about an hour and a half after the SA-5 liftoff last week. Dr. Robert S. Seamans, NASA Associate Administrator, answered.

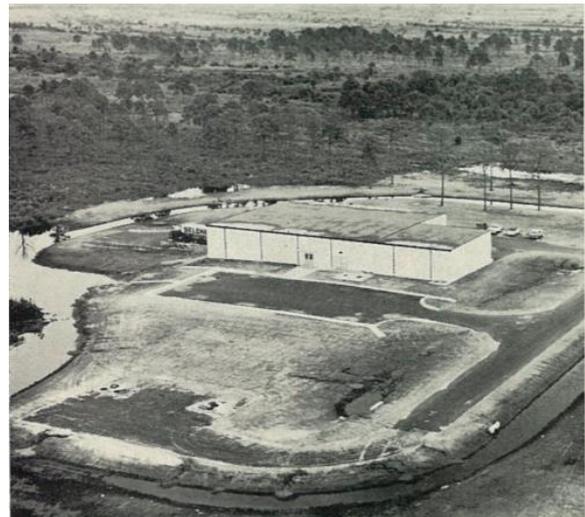
The authoritative voice on the other end extended congratulations to the launch team for their fine work. Dr. Seamans replied that NASA was happy to achieve such a signal success, and told the caller that the two men most responsible for it, Dr. Wernher von Braun and Dr. Kurt H. Debus, were standing beside him in the blockhouse.

The man on the other end remembered that Dr. von Braun had been a recent visitor to his home, and that he had given the Marshall Space Flight Center Director a 10-gallon hat as a gift. "I hope it still fits, after a performance like this, he said." After being assured it did, Lyndon Johnson then congratulated everyone again, and hung up.

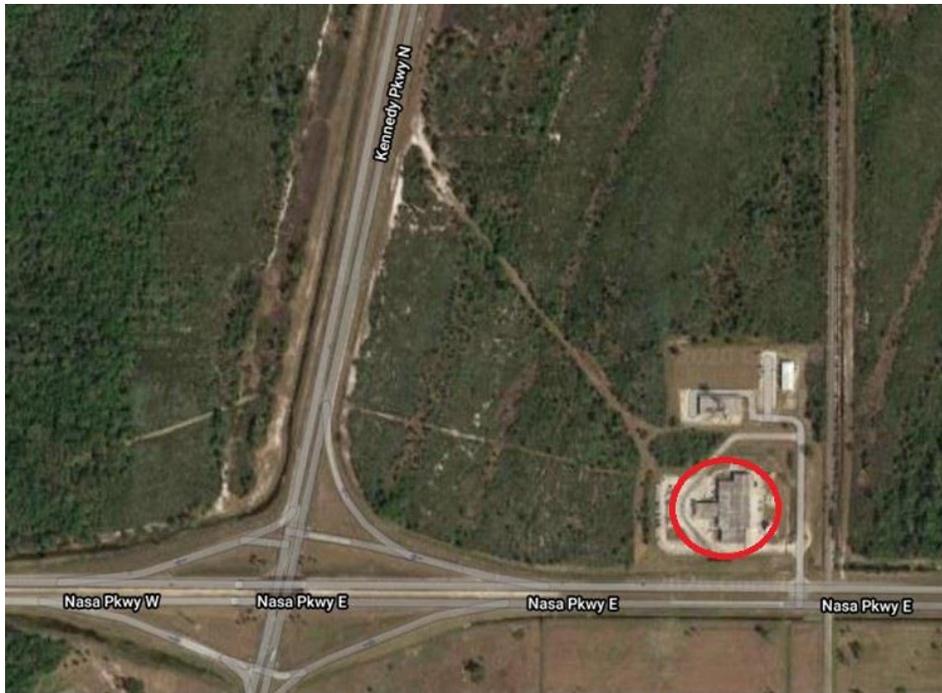
President Johnson was president from November 22, 1963 – January 20, 1969.

On page 3, “Telephone And Data Center Opens At MILA”. Another how things change. A portion of the article reads “NASA officials will host an open house this afternoon at the \$5 million Telephone and Data Distribution Center at KSC's Merritt Island Launch Area. Deputy KSC Director, Albert F. Siefert, Jim Keith KSC's Base Communications Manager, and Billie Smith head of KSC's Communications Support Section, will welcome guests, beginning at 2 p.m. to the first operational NASA facility on Merritt Island... .. Numbers at MILA will carry a prefix of 867...”. Of interest and for those familiar, the 867 prefix goes way back!

The caption for the left photo below is “CHIEF OPERATOR, Mrs. M. M. Davis, supervises switchboard operations. Left to right are operators Hallie Price, Joyce Swofford, Juanita Inman and Emma Feger. The switchboard has positions for 10 operators, and will be open 24 hours a day, seven days a week.” The caption for the photo on the right is “AERIAL VIEW of new Communications Building.”



So the aerial view photo kicked off an exercise; what is the subject building now. With some help from Armando Oliu (thank you Armando!), I believe the subject building is the Communications Distribution and Switching Center, M6-138. The following current view is from Google Maps, with the subject building circled in red, just east of the NASA Parkway, Kennedy Parkway (SR3) intersection. The KSC Industrial Area is just out of view, in the lower right.



The following photo, is from 1970 and the following, in quotes, is from Armando: "...M6-138 looks like this in 1970, which is still not the same outline as the 1964 image. However, if one looks closely at the building in the 1970 image below, you can see in the roof what appears to be a darker color. That outline does seem similar to the outline of the building from the 1964 image... ..In addition, the canal/drainage ditch along the building does appear to be the same as in the 1970 imagery..."



Back on page 1, "**ORGANIZATIONAL REALIGNMENT ANNOUNCED**". A small portion of the article reads "In line with an overall NASA objective to improve management functions, particularly those concerned with manned space flight, KSC Director, Dr. Kurt H. Debus, announced this week a major organizational realignment at this Center. Prime objectives of the change are to: Realign Apollo Program Management functions to conform with the concept of the NASA Associate Administrator for Manned Space Flight, Dr. George E. Mueller, for these functions at NASA Headquarters and the three Manned Field Centers...". Some of the organizations include:

- Assistant Director for Program Management
- Assistant Director for Launch Vehicle Operations
- Assistant Director for Technical Support Operations
- Assistant Director for Instrumentation
- Assistant Director for Administrative Management
- NASA Test Support Office
- Safety Office
- Public Affairs Office

From The February 13, 1964, Spaceport News

The following photo is on page 7; Jimmy Stewart of actor fame.



"MSC's Paul Donnelly briefed a distinguished visitor to the Cape last week on NASA's Gemini plans. Brigadier General (U. S. Air Force Reserve) Jimmy Stewart, inspected facilities at Hangar AF while touring the Cape."

From The February 20, 1964, Spaceport News

In this issue, on page 2, "4-mph Truck Ride To Pad Precedes Saturn Flights". In part, the article reads "...the barge trip to the launching site is snail-slow. The three-mile land trip from the barge area to the pad takes anywhere from one to two hours—at a maximum truck speed of four mph! Driver Walter Collins of KSC's Heavy Equipment Section has motored every Saturn booster across the Cape, as well as its Redstone and Jupiter predecessors. "We move the rockets on an M-26," he said. "That's a vehicle that was used as a tank prime mover during World War II."



"DRIVER Walter Collins adjusts rear view mirror on the M-26 truck on which he hauls Saturn boosters from the barge area to Launch Complex 37.

From The February 27, 1964, Spaceport News

On page 1, "RACE DRIVING TESTS TO AID ASTRONAUTS". A portion of the article reads "The race driver whizzed around the high-banked Daytona International Speedway at well over 150 miles an hour. Then, his test run completed, he braked to a halt and stepped out of his automobile. One of a half-dozen sensors strapped to him indicated to nearby scientists that he had a temperature of 103 degrees. Despite a fever which would have put many men flat on their back, the driver calmly lit a cigarette, downed a Coke and walked off. Within half an hour his temperature was back to normal..."

...This one amazing example was part of a series of experiments performed at Daytona this month under a NASA Manned Spacecraft Center financed study to find out what the limits of human stress are under controlled conditions. Each driver was actually wired up much like a flight ready astronaut. Then when he came off the track he was carefully examined." Preliminary test results indicate that drivers work much more strenuously during a race than any of the Project Mercury astronauts did during orbital flight.

Previous studies bear out that sky divers, hockey players, skiers, polo players and track athletes also experience more physical stress than spacemen...”.



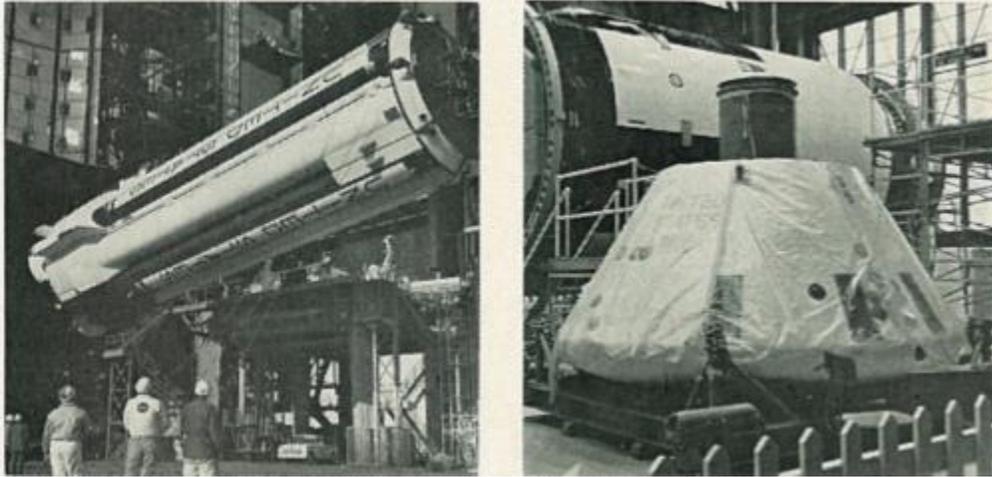
“SCIENTISTS connect magnetic tape recorders to a racing car at Daytona during a series of experiments to determine physical stress of driving in competition. Test results may aid astronauts in space flights. News Photo by Chuck Rogers.”

From The March 5, 1964, Spaceport News

In this issue, on page 1, there is the following photo with this caption: “STEEL TRADESMEN work high up in the northeast corner of the Vertical Assembly Building's low bay area. Structural steel framework for the building has reached the 80-foot level.”



On page 3 there are these photos.



“WRAPPED NEATLY in a protective plastic covering, the command module of a boilerplate Apollo spacecraft, right, is undergoing preflight checkouts in Hangar AF. In the background is the S-IV second stage upon which the Apollo will be mated for the SA-6 launch scheduled this spring. At left is the S-I booster, being hoisted into Complex 37’s Service Structure.”

From The March 12, 1964, Spaceport News

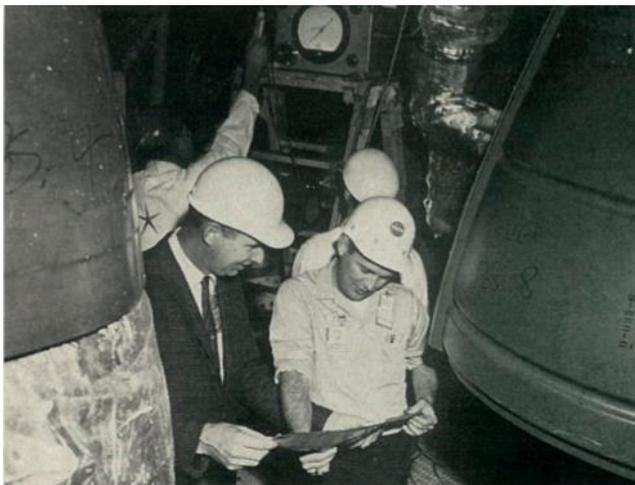
On page 1, “\$251 Million Set For Merritt Island”. Part of the article reads “NASA to date has obligated more than \$251 million for the Merritt Island launch area. The Merritt Island facility, supervised by KSC, ultimately will represent an investment of \$750 million. It is scheduled for completion in 1966.

More than \$208 million have been spent under the supervision of the U.S. Army Corps of Engineers, assisting KSC on construction of Merritt Island facilities... ..The Corps of Engineers are supervising 83 construction and design contracts which total \$208,275,677.”

Also on page 1, “NEW RED FLAG SYSTEM TO SAFEGUARD TESTS”. In part, a neat story, the article reads “An incident like the “blind flange” which delayed the launch of the fifth Saturn I rocket last month probably will never occur again—thanks to a “red flag” procedure instituted by KSC. The operation calls for a system of red flags to be attached to non - operational equipment used for test purposes prior to an actual rocket flight. The blind flange last month was such equipment—a metal plate used to shut off the flow of liquid oxygen within a replenishing line while other oxygen lines were submitted to higher pressurization tests. Inadvertently, it was not removed after the pressurization test and the oversight caused a delay in the launching of the Saturn SA-5. Under the new system, blind flanges and similar equipment will be flagged by a

crimson banner so personnel working on the launch pad can tell at a glance that the equipment should be removed prior to flight...

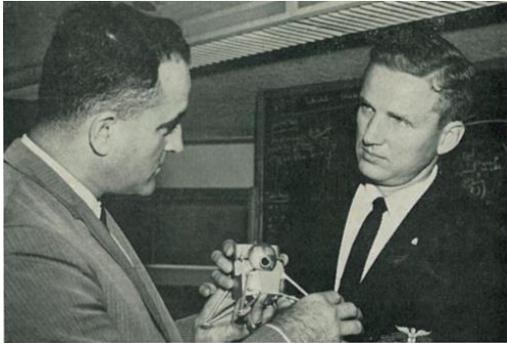
...Test or non-flight hardware, wherever feasible, also will be painted red as a further safeguard... The new system was put into effect by Andrew Pickett, Chief of the Mechanical and Propulsion Systems Division. He instituted the procedure at the direction of Dr. Hans Gruene, Assistant KSC Director for Launch Vehicle Operations and Dr. Kurt H. Debus, KSC Director... The new procedure will not be fully refined for the launch of SA-6, although a big part of it already has been introduced... Likewise, the flags used to mark test equipment are not the final product. "We want to get special kinds of flags and we want to print the words 'Non-Operational Hardware' on them," Pickett said."



On the left, "ANDREW PICKETT, left, Chief of LVO's Mechanical and Propulsion Systems Division, and Tom Marsh, Pneumatic and Umbilical Section, discuss the new safeguard, "red flag" system." On the right, "LYMAN ROGERS of KSC's Pneumatic and Umbilical Section attaches a red flag to non-flight item on Saturn SA-6."

From the March 19, 1964, Spaceport News

On page 2, "**Coaches, Colts, Executives Tour NASA-Cape Facilities**". One photo, among several, follows. The caption for the photo reads "ARMY FOOTBALL coach Pau! Dietzal, right, got a first hand briefing on NASA's lunar landing mission Monday from West Point graduate Rocco Petrone, KSC Assistant Director for Program Management. The young coach toured NASA facilities at the Cape during a visit to this area. Petrone played tackle on the varsity squad at Army during his undergraduate days."



On page 3.

NEW COMMUTING RECORD SET

It had to happen! Last week we ran a story about Richard Upson who commutes 65 miles to work each day from a town north of Daytona, and hardly before the presses had dried Sid Gallay of KSC's Safety Office called to say he outdrives Upson.

Gallay commutes 72 miles each way from his home in Forest City, near Apopka, northwest of Orlando. It takes him about an hour and 45 minutes to make it.

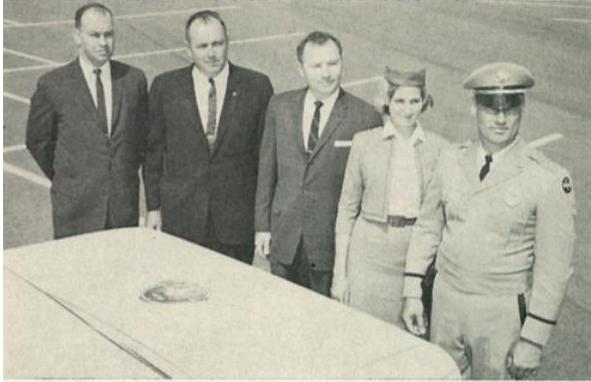
He picks up a co-driver in Orlando, and except for an occasional traffic backup, doesn't particularly mind the long ride.

"I'm looking forward to when we move to Merritt Island, though," Gallay says. "That will shorten the trip."

From The March 26, 1964, Spaceport News

On page 1, "**M. I. SECURITY SERVICE BEGINS NEXT WEDNESDAY**". In part, the article reads "Beginning next Wednesday, security patrolmen wearing colorful French-blue uniforms, will take their posts at KSC's Merritt Island launch area. KSC Security Chief Charles L. Buckley, Jr., said 57 personnel will begin operating duty stations on April 1. The patrolmen are employed by the Wackenhut Corporation of Coral Gables, subcontractor to Trans-World Airlines for security and fire protection on Merritt Island...

...Wackenhut personnel will begin 24-hour patrols, set up pass and identification services... ...The security force will increase to about 90 persons within three months, and to about 155 persons by October 1... ...In addition to the security patrolmen, several "guardettes" have been hired. They will be used for administrative control, and as receptionists in lobbies of buildings during daylight hours. Guardettes will also serve as guides on bus tours to NASA areas..."



“SECURITY EXECUTIVES posed with a Merritt Island guardette and patrolman Monday behind one of the new patrol cars bearing a John F. Kennedy Space Center, NASA, decal. Left to right are Chief C. L. (Bud) Beaver of Wackenhut, KSC Security Chief Charles Buckley, James C. Brown, TWA Security Officer in Charge, guardette Peggy Brinson and patrolman James Lucas.”

On page 2.

TOP THIS!

First we had a commuter who traveled 65 miles to work. Then one who motored 72 miles. And now comes word that John Rebello, Deputy Chief of KSC's Drafting and Engineering Support Office, drives 81 miles per day from his home south of Orlando.

It takes him nearly two hours each way to make it.

On page 3.

**RHINESTONE PIPE PUFFER
COMBATS CIGAR SMOKERS**

“After they had six cigars going at one time in the office the other day, I told my bosses I was either going to move out in the hall or take up cigar or pipe smoking myself,” Liz Snoddy said.

So Liz, secretary in KSC's Special Projects Office, went out and bought a rhinestone pipe.

“I enjoy it,” she said, “but it's not too easy getting it broken in.” Liz thinks the pipe, which she doesn't inhale, has helped in cutting down on her cigarette smoking, too.

Now everytime her bosses start puffing away on stogies, she lights up her pipe in retaliation.

On page 4.



"MOBILE FOOD trucks have begun servicing hungry workers on Merritt Island. Above, employees in front of the Weight and Balance Building are served. The trucks carry a wide variety of items including coffee and cold drinks, sandwiches and snacks."

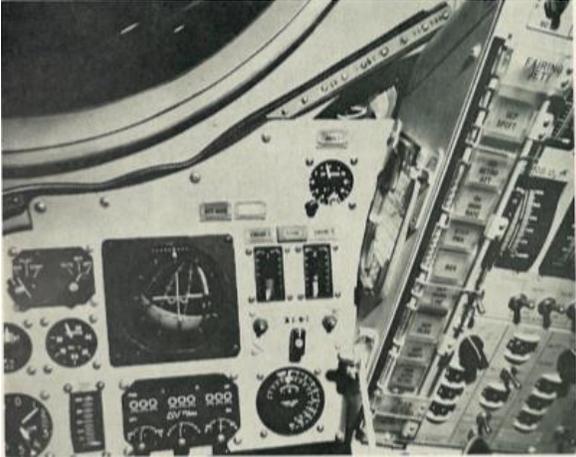
In the KSC Industrial Area, I believe the Weight and Balance Building became the Pyrotechnic Installation Building which became the Vertical Processing Facility which became demolished!

From The April 2, 1964, Spaceport News

The headline is "Special Issue, GEMINI: SECOND STEP TO THE MOON". A large portion of this issue is devoted to Gemini. In part, this article reads "Within a few days a "boilerplate" Gemini spacecraft— GT-1 — will be launched into Earth orbit atop a powerful, 103-foot-tall Titan II rocket. Although no astronauts will be aboard, the flight will mark a significant milestone in NASA's efforts to land Americans on the lunar surface this decade..."

...The first manned Gemini flight, possibly lasting only three orbits, is tentatively set for late this year..."

On page 2.



“IF YOU WERE to pilot the Gemini spacecraft, this is the instrument panel you would face. At right is the series of buttons that leads up to retrofire. Above left is your observation window.”

On page 3.

Leg Room, But That's All

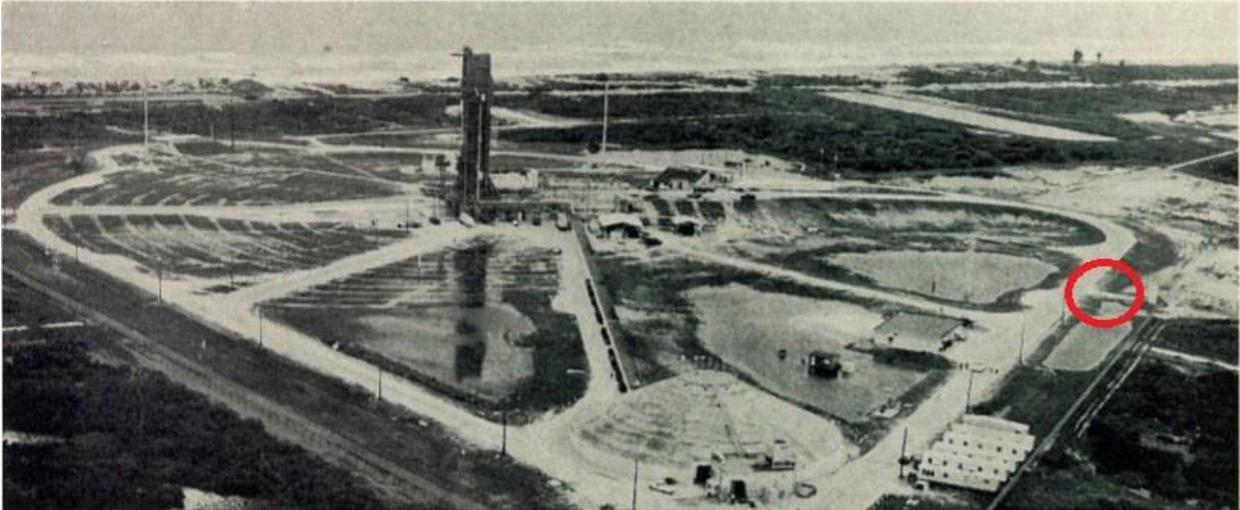
What's it like to be in a Gemini spacecraft?

If you've ever ridden in a small sports car with bucket seats and just enough room to stretch your legs out in front, you would have a pretty good idea. That's about the amount of room each astronaut will have in the two-man spacecraft.

Now imagine, if you will, riding in that sports car for two weeks without getting out for so much as a stretch.

Still want to be an astronaut?

On page 8, “**Launch Complex Modified For Gemini-Titan Series**”. Part of the article reads “Launch Complex 19, from which many Air Force Titan I Intercontinental Ballistic Missiles were test fired, has been considerably modified for the Gemini spacecraft series of launches atop Titan II rockets... ..the addition of a White Room 91 feet up in the service structure at the seventh deck level, is one of the changes... ..A special elevator has been installed primarily for egress, and can be used as an alternate escape route if the erector is still up... ..a man-rated water system has been put in to provide a fog of water coverage in the event of a propellant spill...”.



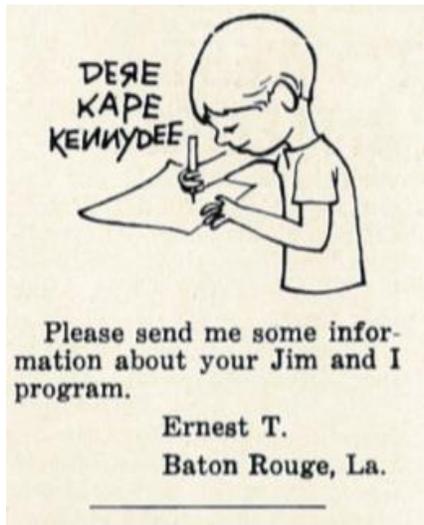
“AERIAL view shows Launch Complex 19 fronting the Atlantic Ocean.”

Looks like the above photo was taken after some wet weather. I circled the area in red, where Barton Freeway would later connect from LC16. I found the below photo, on the web, dated April 1965, showing Barton FREEway on the left side of the three red lines, connecting LC16 and LC19. LC16 is the pad in the foreground. The LC16 astronaut suitup trailer is visible midway on the far left of the photo, just to the left of the LC16 blockhouse.



There are some good reads about Barton FREEway at the [Air Force Space & Missile Museum website](#) and [collectSPACE](#). The Air Force Space Museum site has a link to Elmer Barton’s JSC Oral History interview transcript, the person behind Barton FREEway. The [04/22/12 Neat Information Update](#) also has information about Barton FREEway.

Also on page 8.



From The April 9, 1964, Spaceport News

The headline is “**GEMINI ORBITS U.S. CLOSER TO MOON**”. In part, the article reads “The U. S. advanced a giant step closer to the moon yesterday morning when Gemini I—a boilerplate version of the two-man spacecraft which astronauts will fly later this year —was successfully orbited from Launch Complex 19.

Following a perfect countdown, the Titan II booster rocket ignited at precisely one second past 11 a.m., and six minutes later the Gemini was in orbit. There were no plans for recovery. At press time the spacecraft was circling the Earth every hour and a half. Its apogee was about 190 statute miles and its perigee about 100 statute miles. Orbital lifetime of the GT-1 spacecraft could not be immediately determined...”.

From The April 16, 1964, Spaceport News

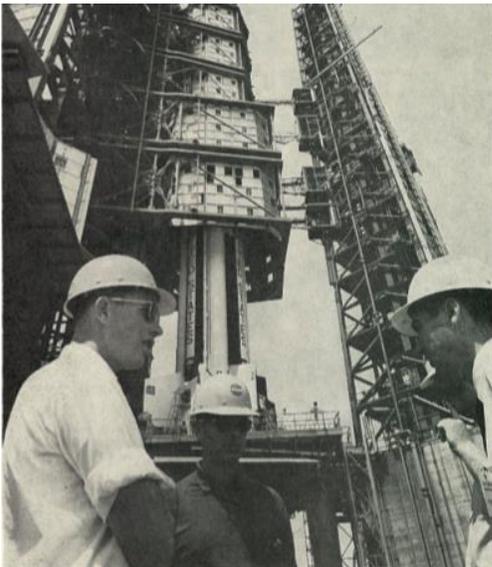
On page 1, “**ACCIDENT FACTORS STUDIED**”. A part of the article reads “A special NASA fact-finding board was sorting a maze of information today in an effort to find out what caused a third stage engine of the Delta rocket to suddenly ignite during spin test preparations at the Cape Tuesday. Meanwhile, four of the eight persons who were hospitalized after the accident were transferred by an Air Force C-131 aircraft from Patrick AFB Hospital to Brooks Army-Medical Center at San Antonio, Tex., where special facilities for treatment of burns are available...”

...The 3,000-pound-thrust Delta third stage ignited suddenly at 9:45 a.m. Tuesday shortly after it had been mated with the Orbiting Solar Observatory spacecraft which was scheduled for launching next week. The stage and spacecraft were on an alignment table when the engine ignited with such force to crumple a huge garage-type metal door of the 100 by 30 foot spacecraft assembly building in the Delta spin test area.”

[This site](#) has a good summary of what happened, at the bottom of the page, under 2.2 THE DISASTER. There were three fatalities.

From The April 30, 1964, Spaceport News

On page 1.



“KSC INFORMATION OFFICER, Chuck Friedlander, right, briefs two of the newest group of astronauts, David Scott, left, and Bill Anders on the SA-6 vehicle, now undergoing pre-launch tests at Complex 37. The astronauts inspected NASA facilities during a recent Cape visit.”

On page 2, **“SPACE PARK RESEMBLES CAPE KENNEDY NORTH”**. A portion of the article reads “The most imposing array of full scale NASA and AF rockets and spacecraft ever assembled outside of Cape Kennedy, is being viewed by thousands today at the World's Fair in New York...”

...Highlighting the Park, which opened its gates last week, is a full-scale "boattail" section of the Saturn V rocket, which will carry astronauts to the moon. Towering over the two-acre exhibit is a Titan II-Gemini launch vehicle and spacecraft. Surrounding this are full scale models of the Apollo Command and Service Modules, the Lunar Excursion

Module, Gemini spacecraft, and the actual Mercury capsule which carried astronaut Scott Carpenter during the second U.S. manned orbital flight, in May 1962...”.

I found this photo, from the 1964 World’s fair, on Google.



The following is from collectSPACE, dated 2012. “...The [New York Hall of Science](#) now stands on the site of the Fair, and includes part of the Space Park, including the Mercury-Atlas, Gemini-Titan and an F-1 engine...”

From The May 7, 1964, Spaceport News

On page 2, “[Vespucci Memorial Plaque Honors President Kennedy](#)”. A part of the article reads “A handsome, historically significant plaque now adorns the wall in the lobby of the E & L Building-. It is the "Landmark Memorial Tablet," presented to NASA Administrator James E. Webb on Amerigo Vespucci Day in tribute to the late President John F. Kennedy. It was presented on behalf of the 21 million Americans of Italian origin in observance of the 513th birthday of Amerigo Vespucci, and will remain in the E & L Building until KSC's Headquarters Building on Merritt Island is completed. It will then be transferred to a permanent place there...”

...the plaque reads, "Amerigo Vespucci was born in Florence, Italy, on March 9, 1451. He outfitted several expeditions to the new world from 1497 to 1504. "America, the name bestowed on our continent by historians, is derived from Amerigo Vespucci. He was the first discoverer of the western hemisphere mainland. "On his third voyage in 1501-1502, Vespucci was the first to sight Cape Canaveral...”.



“KSC DIRECTOR, Dr. Kurt H. Debus, left, and Assistant Director for Program Management, Rocco Petrone, were two of the first to view the handsome Amerigo Vespucci plaque, now on display in the lobby of the E & L Building.”

From The May 14, 1964, Spaceport News

In this issue, on page 6, “**New Food Units Serve Hungry Island Workers**”. Part of the article reads “Hungry KSC and construction workers at the Merritt Island launch area will have a varied menu this week now that two semi-mobile food units of the NASA Exchange Council have opened. Each unit, made up of two large trailers, placed on blocks, and joined by screened-in breezeways, can seat 100 patrons...”

...One unit is located in back of the Operations and Checkout Building and the second is in the rear of the Central Supply Building. Six mobile food trucks have been servicing the Merritt Island area for several weeks.”



EARLY CUSTOMERS avail themselves of services in one of the new semi-mobile food units now in operation at Merritt Island. “

Also on page 6, “**Meteorological Tower To Be 500 Feet Tall**”. In part, the article reads “The second highest structure in Florida — a 500-foot steel weather tower — will be built under a \$309,130 contract awarded, to Graham Contracting Inc., Orlando. The tower will be used by KSC for obtaining meteorological readings at various low-level elevations in connection with the Apollo-Saturn V Program. In height, the tower will be exceeded only by the 526-foot high Vertical Assembly Building now under construction. The tower will be built about 2 1/2 miles north of the VAB...”.

From The May 21, 1964, Spaceport News

On page 2, “**SA-6 Checkout Operations To Be Switched To Computer**”. A portion of the article reads “SA-6 will be the second straight launch in which a giant RCA 110 computer will be used for several checkout functions. Carl Whiteside, Deputy Chief of KSC's Guidance and Control Systems Branch, explained that the ultimate goal is for a complete computerized checkout and vehicle launch, eliminating manual operations.

What we're doing on SA-6 is to marry a big general purpose digital computer with manual ground support equipment, to gain experience in automatic checkout techniques for the Saturn IB and Saturn V programs... ..Automatic checkout of Saturn equipment is a new practice, and was first tried, successfully, on the SA-5 vehicle. Prior to it, this type of checkout on a research and development system had never been done before... ..the Saturn IB and Saturn V projects are programmed for automatic checkout, and experience gained on similar operations on Saturn I will be greatly beneficial...”.



“CARL WHITESIDE eyes computer in Launch Control Center at 37.”

From the May 28, 1964, Spaceport News

On page 1, "**LAUNCH TEAM READIES SA-6 FOR FLIGHT**". A portion of the article reads "Launching of the sixth Saturn I vehicle was scheduled for mid-morning, following a two day postponement due to the failure Tuesday of a compressor in the environmental control system, a part of the ground support equipment at Complex 37...

...Countdown of the vehicle on Tuesday reached T-minus 115 minutes before the test was scrubbed. Because of the compressor's failure, the launch crew was not able to maintain acceptable temperatures within the guidance system. The compressor was replaced....".



"BLOCKHOUSE ACTIVITY leading up to this morning's scheduled Saturn I flight, was much similar to the above scene, taken last week during a pre-launch checkout test. At the front row of the main console, facing the camera, are, left to right, Robert Gore, North American Aviation Project Engineer; Ted Sasseen, MSC-Florida Operations spacecraft Test Conductor; Dr. Hans Gruene, Assistant Director for Launch Vehicle Operations; John Twigg, S-I stage Test Conductor; Bob Moser, SA-6 Test Supervisor; John Churchwell, S-IV Test Conductor, Douglas Aircraft; and Dewey Childs, Churchwell's KSC counterpart on the S-IV."

On page 2.

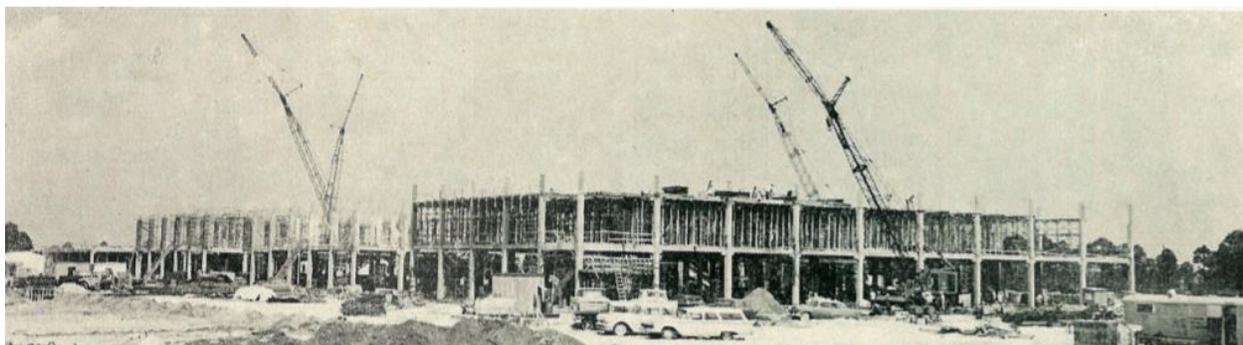


"TWO NEW 1,250 gallon-per-minute pump fire trucks flank a 1,000 gallon tanker in front of NASA's fire station on Merritt Island. The station has been open for nearly two months..."

The previous photo is KSC Fire Station 1, in the Industrial Area. A more recent photo of the Fire Station, from Google Maps, and a similar vantage, is below



On page 7.



“TAKING SHAPE along the Merritt Island skyline is KSC's Headquarters Building, located just west of the Operations and Checkout Building. Personnel will be moving into the Building about a year from new.”

From The June 4, 1964, Spaceport News

The headline is “SA-6 SUCCESS A COOPERATIVE EFFORT * * Sixth Consecutive Bullseye Chalked Up”. A part of the article reads “SA-6, a 190-foot-tall behemoth that gulped nearly three tons of propellants a second at liftoff, advanced the U. S. another giant step nearer the moon and other space goals last Thursday with a flight described by NASA officials as "highly successful." The world's most powerful known rocket, capped for the first time with a boilerplate Apollo spacecraft model, rose beautifully off Complex 37's Pad B shortly after Noon...

...The flight was the sixth successful test of the 1.5 million pound thrust Saturn booster and the second successful flight of the liquid hydrogen-oxygen S-IV second stage...
...At a post launch press conference, Dr. Mueller said, "I'd like to give proper recognition to the government-industrial team responsible for a wonderful job well done." SA-6 brought together for the first time KSC, (overall launch director and S-I stage), M S C's Florida Operations and North American Aviation, (spacecraft), Douglas Aircraft (S-IV second stage), and Chrysler, (Instrument Unit)..."



"AT POST LAUNCH press conference NASA and Air Force officials reported on the launch, and on the recovery of data cassettes containing film of the flight. Third from left is Dr. George Mueller, Associate NASA Administrator for Manned Space Flight. To his left are KSC Director, Dr. Kurt H. Debus, and Marshall Space Flight Director, Dr. Wernher von Braun."

The June 25, 1964, Spaceport News

On page 1, "**Historical Island Sites Under Study**". In part, the article reads "KSC officials this week granted permission for a group of Florida Anthropological Society members to continue their research diggings at historical sites on NASA property north of the Cape... ..Recently, for instance, they worked sites near Playlinda Beach, and uncovered several old camp sites and sand and shell mounds...."

..."We have reason to believe," they said, "one of these sites is part of the combined Armada of 1715 that sailed from Havana and was caught off the Florida coast by a hurricane and swept onto the shoals off the Cape... ..we firmly believe we have uncovered the remains of the ill-fated 1565 (the same year St. Augustine was founded by Ponce de Leon) French fort and a ship under construction, built by survivors of the Mantanzas Massacre..."

...Mention was made, too, of several Indian burial mounds north of the Cape (there are also several on the Cape proper)..."



“INDIAN Mound at Cape Kennedy”

The above mound is located at CCAFS. [This site](#) includes some good history about Cape Canaveral and [this Wikipedia site](#) includes good information about Turtle Mound, just north of KSC.

From The July 2, 1964, Spaceport News

On page 4, "**Cross-Country Ranger Ride Arouses Curiosity Enroute**". Part of the article reads “It will take the camera-toting- Ranger 7 about 66 hours to reach the lunar surface — a distance close to a quarter million miles — once it has been launched from Cape Kennedy. It took six hours longer than that to haul it non-stop by van across country from JPL headquarters in Pasadena, Calif., to the Cape last week, although the distance was but 2,800 miles...”

...The Ranger was securely packed in a metal transporter inside the air conditioned van, which was equipped with air ride suspension. The long route led south from Pasadena to Tucson, Ariz., across the desert to El Paso, Tex., through Baton Rouge, La., Mobile, Ala., Tallahassee and Orlando.... ...The 2,800 miles was covered non-stop to keep the spacecraft on its tight schedule. It is to be launched from the Cape possibly late this month....”.



“SPECIAL air conditioned "furniture van" carrying Ranger 7 arrives at Cape's south gate, enroute from Pasadena, California.”

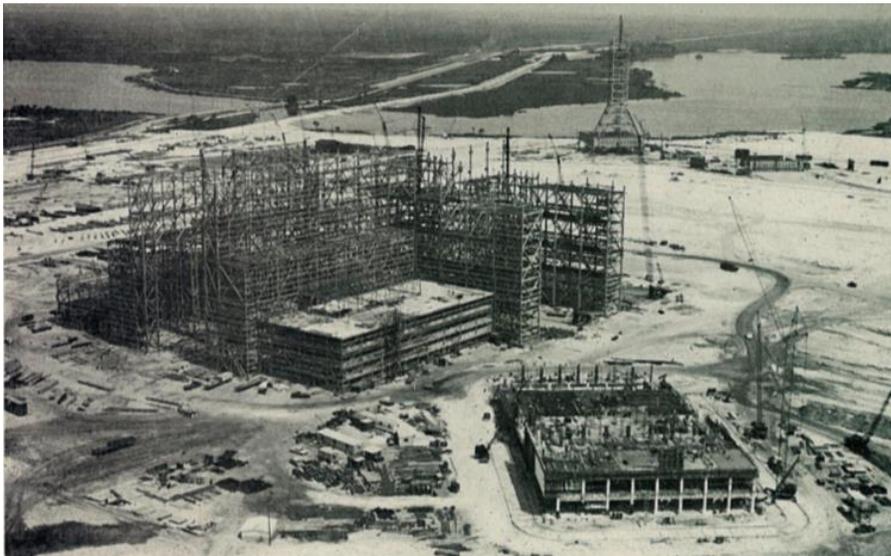
[From Wikipedia](#), “Ranger 7 was the first space probe of the United States to successfully transmit close images of the lunar surface back to Earth. It was also the first completely successful flight of the Ranger program...”. Ranger 7 launched on July 28, 1964, from LC-12, on an Atlas rocket.

From The July 9, 1964, Spaceport News

On page 1, “**Exchange Council Services Include Food Operations**”. A portion of the article reads “...Modern semi-mobile and mobile snack bars are feeding thousands of construction and permanent NASA employees and NASA and DOD contractor personnel. Soon to be opened are four cafeterias, which will be serviced by a central kitchen...

...The main cafeteria and kitchen will be in separate buildings in the Merritt Island industrial area, just west of the KSC Headquarters Building. This cafeteria will seat 320 people and be able to serve 700 an hour. The cafeteria in MSC's Operations and Checkout Building will seat 175 and handle 400 or more an hour. Another 400-seat cafeteria will be opened in the KSC Headquarters Building. The fourth cafeteria will be in the Launch Control Center just east of the Vertical Assembly Building. It will seat 500 and handle more than 7,000 employees an hour...”.

On page 4.

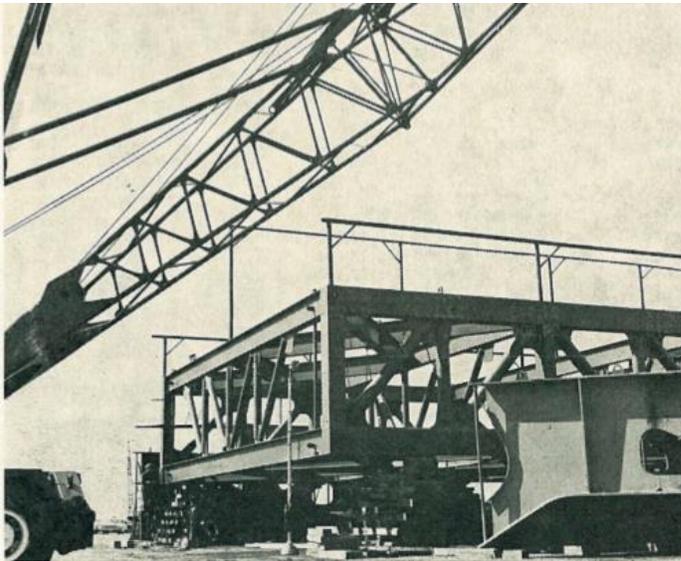


“THE SKYLINE at Merritt Island changes a little more nearly every day as construction progress continues. Dominating the above scene is the Vertical Assembly Building, left center. At the lower right is the Launch Control Center for Complex 39, and in the background is the towering mobile launch pad number one...”.

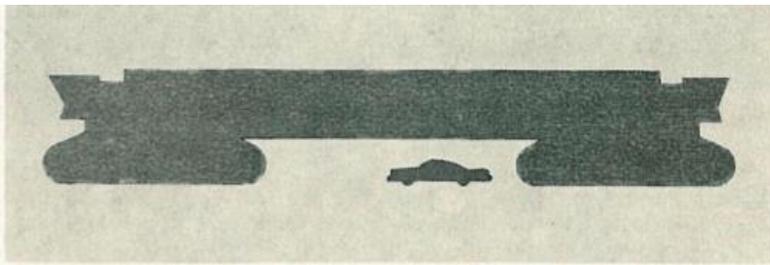
From The July 16, 1964, Spaceport News

On page 3, "**LARGEST LAND VEHICLE TAKING SHAPE**". A portion of the article reads "The world's largest land vehicle" is rapidly taking shape at Merritt Island, just northwest of the Vertical Assembly Building construction site. It is the first of two giant crawler-transporters, which will be used to carry Saturn V rockets and their mobile launchers from the VAB to the launch area, a distance of some 16,000 feet...

...Basic assembly of the first crawler is about 85 percent completed... ...and about 40 percent of the welding has been done... ...The Marion Power Shovel Company of Marion, Ohio, is prime contractor for the crawler - transporters... ...When completed, the squat vehicles will weigh about 5.5 million pounds. They will be 131 feet long, 114 feet wide and 20 feet high... '.



"CRAWLER CHASSIS begins to take shape at its assembly site on Merritt Island just northwest of the VAB construction area."

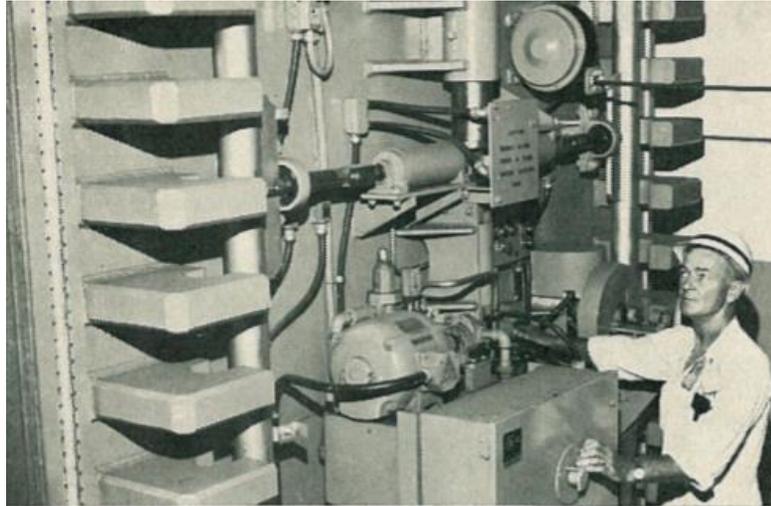
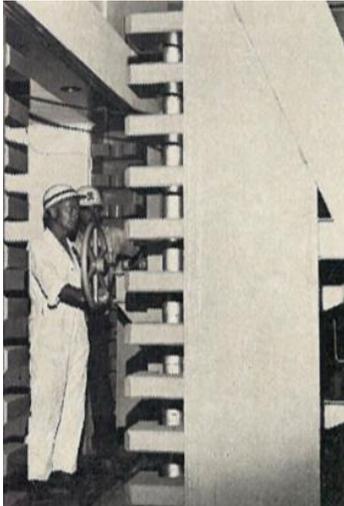


"COMPARATIVE SIZE of the "world's largest land vehicle" is dramatically emphasized in this artist concept."

From the July 23, 1964, Spaceport News

On page 3, "**37'S DOOR' PROVIDES SAFETY SHIELD**". Part of the article reads "Should the U. S. gold reserve ever overflow from Ft. Knox, the Government might consider storing it in the Launch Control Center at Saturn Complex 37... .. it has a 10-ton, 20-inch-thick steel door that would dwarf the vault doors of even the largest banks. The huge frame, which is supported by two six-ton monorail trolleys, can withstand an explosion of 15,000 pounds total pressure. It is, in fact, called the main entrance blast door to the Launch Control Center...

...It is placed into position to seal up the blockhouse at about T-110 minutes during the countdowns of Saturn I rockets... ..When closed, the door is bolted by four-inch locking bars, and there is a gas seal around the perimeters to prevent fumes from entering... ..The door which measures 8 feet 8 inches in height and 10 feet 4 inches in width... ..is slightly larger than the door at Complex 34, making it the biggest on the Cape....".



On the left, "KSC ENGINEER Tom West, right, supervises door-closing operation by C. M. Chadwick of Pan Am at Complex 37's Launch Control Center." On the right, "C. M. CHADWICK of Pan Am operates controls while closing the massive, 20,000-pound door at Complex 37's Launch Control Center."

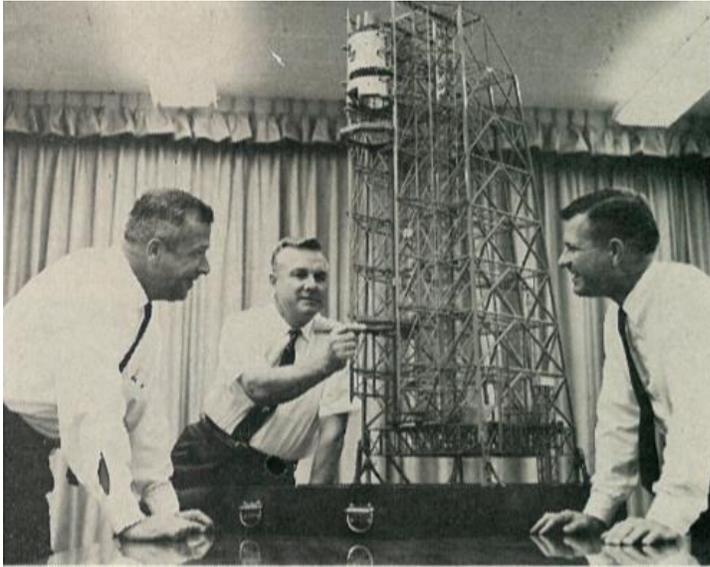
All the blockhouses along ICBM Road at CCAFS had/have similar type doors.

From The July 30, 1964, Spaceport News

On page 1, "**Moon-Bound Ranger VII To Hit Target Tomorrow**". Part of the article reads "Ranger VII, an 806-pound spacecraft designed to transmit closeup photos of the lunar surface back to earth, is well over halfway to the moon today, following a Tuesday

morning launch from Cape Kennedy. If all goes well Ranger will begin sending photos early tomorrow morning, 10 to 15 minutes before its scheduled lunar impact...”.

From page 2.



“COLONEL ALDO H. Bagnulo, center, Director of KSC's Facilities Division, Deputy Director R. P. Dodd, left, and Richard Ellis, Chief of the Arming Tower section, inspect a 1/96th engineering scale model of the tower. Bids for design of the Arming Tower, which will stand over 400 feet tall, have been sent to more than 150 contractors. The bid opening is scheduled for August 20. The 11-million-pound tower, which will be used at pad 39 for final arming and checkout operations on the Saturn V rockets, is to be the largest movable structure in the world.”

[From Arming Tower to Mobile Service Structure](#) explains the transformation.

From The August 6, 1964, Spaceport News

On page 1, “**LUNAR BULLSEYE, 13 Lucky Number As Ranger Scores**”. A small portion of the article reads “Ranger VII, flicking its solar panels contemptuously at superstition, scored a historic space first for the U. S. last Friday by relaying back to Earth the first close-up pictures of the lunar surface. The 806-pound spacecraft, lucky number 13 in the nation's lunar series, performed in a "text book" manner, supplying data necessary for America's future lunar programs...”

...The spacecraft's two wide angle and four narrow-angle television cameras snapped 4,316 pictures of the lunar surface during a 13-minute period prior to impacting at nearly 6,000 mph on the region of the Moon known as the Sea of Clouds...”.



“JPL EMPLOYEES stationed at the Cape raise hands and voices in jubilation at the news Ranger VII had successfully transmitted man's first close-up photos of the moon Friday morning.”

From The August 20, 1964, Spaceport News

On page 3, “**LIGHTNING DAMAGES GEMINI LAUNCH AREA** “. In part, the article reads “Lightning damaged Gemini Launch Complex 19 late Monday during a severe thunder storm. An official NASA announcement said: “The Gemini launch vehicle assigned to the second flight was erected on the complex at the time. Damage has not been completely evaluated; however it is definitely known that certain systems in the launch vehicle and ground checkout equipment were damaged. The effect on the launch date is not known at this time, but some equipment replacement, complex revalidation and systems retest will be required...”.

On page 4. The caption for the following photo is: “MORE THAN 400 wives and children of NASA employees in the Cape area have been given a tour of the Merritt Island Spaceport, and Saturn complexes 34 and 39, and been briefed on space programs in the past two weeks. The dependent fours, handled through KSC's Protocol Office, will run for about six months. They are held each Saturday, at 10 a.m. and 1:30 p.m. and have been well received,,,”.



From The August 27, 1964, Spaceport News

On page 1; “**MSC Begins Migration To New Spaceport Home**”. Part of the article reads “About 250 MSC-Florida Operations, McDonnell Aircraft and North American Aviation employees will begin moving into the 575,000-square-foot Operations and Checkout Building at Merritt Island's Industrial Area tomorrow. They will form the first wave of more than 1,000 NASA and contractor employees who are to move into the multi-storied, reinforced-concrete structure....”.

From The September 3, 1964, Spaceport News

The headline is “**FIRST LUT TOPPED OUT AT NASA's SPACEPORT**”. Parts of the article reads “At 2:00 p.m. Tuesday a whistle drowned out construction sounds at Merritt Island, signifying the topping out of the first of three Launcher Umbilical Towers. The whistle blew after workmen over 400 feet above the ground fitted a 21.5-ton crane boom into place — the last major piece of work in the steel construction of the LUT. UT. KSC Director, Dr. Kurt H. Debus and a host of NASA and contractor officials were present for the ceremonies...”

...The topping out ceremony came exactly nine months after construction began on the first Launcher Umbilical Tower... The structure will now be outfitted with ground support equipment and electrical apparatus. Overall completion date is September 1, 1965. Work on the second LUT began last May. It will be completed in February 1966, and the third one will be ready in August 1966.”



“A PROUD IRON WORKER watches the last major piece of steel, a 21-ton crane boom, hoisted up Launcher Umbilical Tower number one at Merritt Island. It was fitted into place at 2 p.m. Tuesday, topping out the steel work on the towering LUT.”

On page 4.



“PROJECT MERCURY'S altitude chamber, now being modified for Gemini operations, is the largest piece of hardware that has been moved from the Cape to new quarters, below, at the Operations and Checkout Building in the Merritt Island Industrial Area. A number of MSC-Florida Operations, McDonnell and North American Aviation personnel have already made the transition to new offices, and more will be moving this month.”



From The September 17, 1964, Spaceport News

The headline is "**LBJ TOURS CAPE, LAUDS WORKERS**". Part of the article reads "President Lyndon B. Johnson Tuesday made his first trip to Cape Kennedy since 1962. He met astronauts, saw rockets and spacecraft, and gave a short "pep talk" to Cape employees during an hour and a half visit..."

..."I'm so proud of the team that Jim Webb has assembled," the President continued, "and of you people who make individual efforts in the program." I flew down here today with Gordon Cooper, and he told me of the progress you are making here. I commend each of you. I envy you. You're playing a part in history that you'll be proud to tell your children and your grandchildren..."



"EXPLAINING SA-7 countdown procedures to the President, KSC Director, Dr. Kurt H. Debus, points to periscope in the blockhouse at Complex 37. At right is Associate NASA Administrator, Dr. Robert C. Seamans, and at left is Major General Vincent Huston, Commander of the Air Force Eastern Test Range. Johnson peeked at the SA-7 on its pad through the blockhouse periscope, and later said a few words to the men at work on the upcoming launch."

On page 3, "**GEMINI ASTRONAUTS MEET THE PRESS**". A portion of the article reads "Astronauts Virgil (Gus) Grissom and John Young, ticketed to fly the first manned Gemini spacecraft mission early next year, and their back up pilots, Wally Schirra and Tom Stafford, met the press Tuesday at Cape Kennedy. Local and national newsmen greeted a suited up Grissom and Young in an air conditioned trailer at Launch Pad 16, adjacent to 19, where a Titan II booster will propel them into space...."

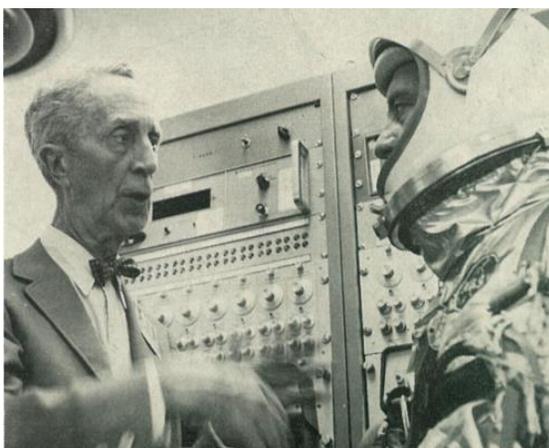
...Grissom... explained that he and Young would spend the night before launch in the new Operations and Checkout Building on Merritt Island, and would go to Pad 16 early on the morning of the flight for briefings from Schirra and Stafford. They will then ride over a new road cut between the complexes, in a panel truck, and enter their spacecraft as late as T-minus 60 minutes. Astronaut Young, of Orlando, described the new space suits they would wear for the flight. He said they were more flexible, less trouble to maintain, and didn't cost as much..."

In the previous two paragraphs, there are several things of note. The “air conditioned trailer” is the suitup trailer at LC16, used for Gemini flights. Also mentioned is “spend the night before launch in the new Operations and Checkout Building”, which would have been astronaut crew quarters at the O&C building, and it has been used for that purpose ever since. For the Mercury flights, astronaut crew quarters was at Hangar S. For Gemini, the astronauts left the O&C building in street clothes, headed to LC16 for suitup, and then went to LC19. Lastly, the “new road cut between the complexes”, is a reference to Barton FREEway.



“GEMINI ASTRONAUTS John Young, left, and Gus Grissom answered questions from local and national newsmen during their press conference Tuesday. Here, Jay Barbree of Cocoa Beach, right, NBC television correspondent, quizzes Young on his space suit.”

Also on page 3, “[Norman Rockwell Here To Paint Spacemen](#)”. The article reads “Not to be overlooked in Tuesday's parade of celebrities at the Cape, which included President Lyndon B. Johnson, and Astronauts Gus Grissom, John Young, Wally Schirra and Tom Stafford, was another distinguished American —Norman Rockwell. The famous artist was here to see Grissom and Young. He has been commissioned to paint a portrait of them for a national magazine... ..He later met Grissom and Young following a press briefing, and is to begin preliminary sketch work on them soon.”



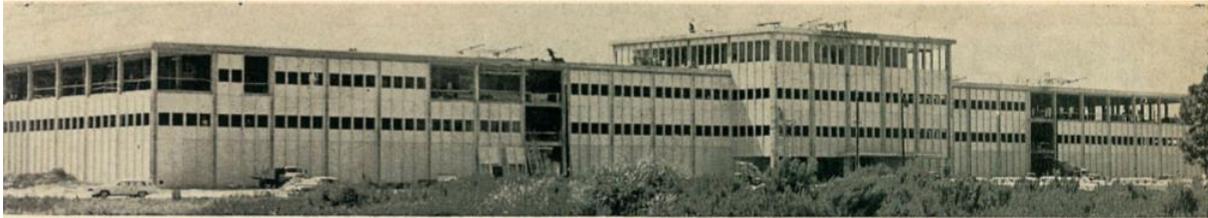
“FAMOUS ARTIST Norman Rockwell, commissioned to paint portraits of the astronauts for a national magazine, chats with Gus Grissom during the press conference held Tuesday.”

From The September 24, 1964, Spaceport News

On page 1, "**SATURN SCORECARD: SEVEN FOR SEVEN**". In part, the article reads "In crapshooter parlance it was seven come eleven Friday when the seventh straight Saturn I vehicle thundered to success a few minutes past 11 a.m. The successful flight of SA-7 climaxed one of the most eventful weeks in Cape history. On Tuesday President Lyndon B. Johnson paid a surprise 90minute visit here, astronauts Gus Grissom, John Young, Wally Schirra and Tom Stafford met the press, and artist Norman Rockwell toured the Cape...".

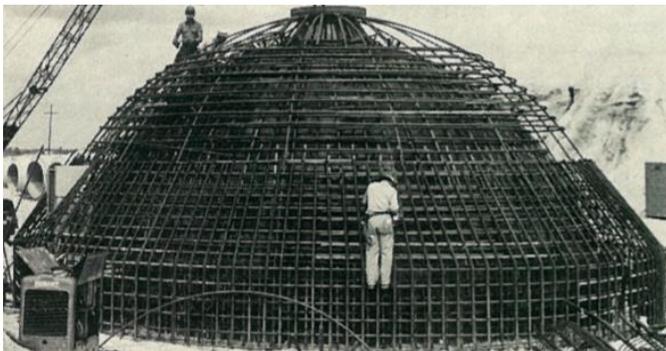
From The October 1, 1964, Spaceport News

At the top of the 1st page.



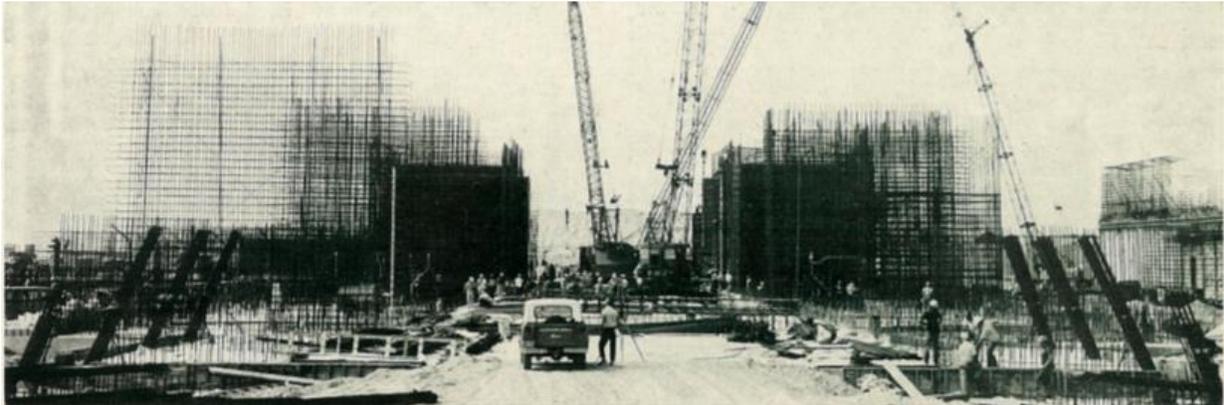
"TAKING SHAPE at the Merritt Island Industrial Area is the new KSC Headquarters Building. Occupancy is expected by Spring 1965."

On page 3, "**Steel + Concrete+Sweat=Pad 39**". Part of the article reads "Tons of steel and thousands of yards of concrete are being used to mold massive Pad A at Launch Complex 39, and construction work is rapidly nearing the halfway point to completion... ... Completion date for the Pad is set for October 1965... ... Construction work on adjacent Pad B at Complex 39 has not yet begun. There is an 80-foot mountain of fill at B's site now, placed there to compact the earth beneath it."



"NOT A BLOCKHOUSE in the making, as it appears, this is a remote air intake and egress facility being worked on at Pad A."

The previous photo is the Rubber Room, under construction. [Wikipedia](#) has a good read on the Rubber Room as well as [collectSPACE](#) and other websites.



“CRANE BOOMS and steel rods pierce the skyline at Complex 39's Pad A, a few miles north of the Cape. Construction of the huge pad is nearing the halfway point, and is scheduled for completion a year from now.”

From The October 22, 1964, Spaceport News

On page 1, “**SPACEPORT CAUSEWAY TO OPEN**”. Part of the article reads “Thousands of Kennedy Space Center workers will be able to ignore their alarm clocks and still have time for a second cup of coffee when the Indian River Causeway is officially opened early next month... .. The 14-mile stretch extends from old U. S. 1 to Orsino on Merritt Island... .. Motorists using the new Causeway will have to show proper badge credentials to gain access. A new pass gate will open on the mainland side of the river on November 1...”.



“BEGINNING with a cloverleaf pattern at U.S. 1, the new Indian River Causeway runs past the old highway, south of route 50, across the river to Orsino on Merritt Island. It is scheduled to open within a few days.”

On page 2, “**Tourists View Historic 34 On Sunday Drive-Through**”. In part, the article reads “More than 4,000 tourists, from states across the nation, got a closeup look at a major launch pad for the first time Sunday when they drove through the Kennedy Center's Saturn Complex 34 during the regular, Air-Force-sponsored weekly tour of Cape Kennedy... .. The inside look at 34, which was approved by the Air Force, will now be a weekly feature of the Sunday tour.”

On page 4. How things change.



“FOR MANY PEOPLE at the Kennedy Space Center, the real work begins after a successful launch. Here, Bob Cessac, left, of the Calibration Control Section, and M. E. Carpenter of Chrysler, glean data from 147 telemetry oscillograms recorded during the recent SA-7 flight. Information gained includes temperature and pressure probes of the in-flight vehicle and control measurements radioed back to Earth. If laid end to end, the oscillograms would stretch for nearly half a mile.”

From The October 29, 1964, Spaceport News

On page 1, “**SPACEPORT GATES CLOSE TO PUBLIC ON SUNDAY**”. Part of the article reads “The Kennedy Space Center's 88,000-acre Merritt Island launch area will be closed to the public as of Sunday. Roads leading into the area will be closed to travel except to those persons having official business on Merritt Island or Cape Kennedy...”

... KSC Director Dr. Kurt H. Debus, who announced the new badging procedures, said the system has been established in the interests of safety and security of government property... .. Tours of the Merritt Island launch area for the general public are being planned, and will be announced at a later date, Dr. Debus said...

... After Nov. 1, unbadged persons having business in the NASA facility may obtain visitor badges at three points. These are the main gate into Merritt Island on U. S. Highway 1 where the NASA causeway terminates; South A1A at Courtenay; and the present south gate into Cape Kennedy...”.

From The November 5, 1964, Spaceport News

On page 3.



“MEMBERS OF THE Merritt Island Security Patrol check motorists for badges at the Spaceport's south gate Monday, the first workday after the gates closed to the public Sunday.”

The above photo is Gate 2, on SR3, on the south end of KSC. The building in the background is still there. A similar current view, from Google Maps, is below.



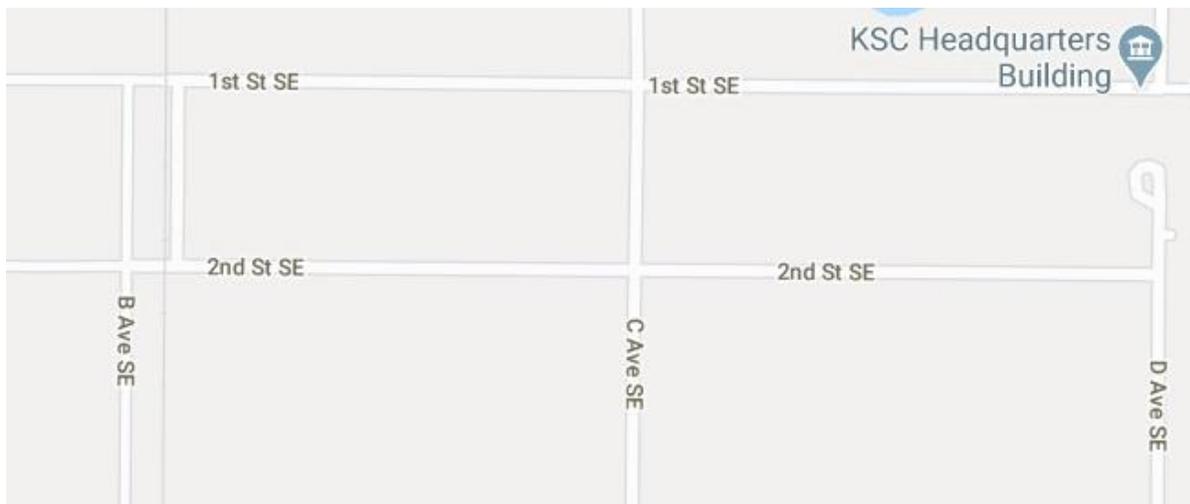
From The November 12, 1964, Spaceport News

On page 1, “**SHOP PACT AWARDED**”. Part of the article reads “A Launch Equipment Shop to provide machine shop facilities for the Kennedy Space Center will be built under a newly awarded \$1,413,890 contract to the Smith and Sapp Construction Co., of Orlando. The building will be located about a half-mile south of the Vertical Assembly Building on Merritt Island. In the Launch Equipment Shop will be facilities for

communication, electrical, welding, painting and mechanical work. Completion of the work is scheduled for next summer.”

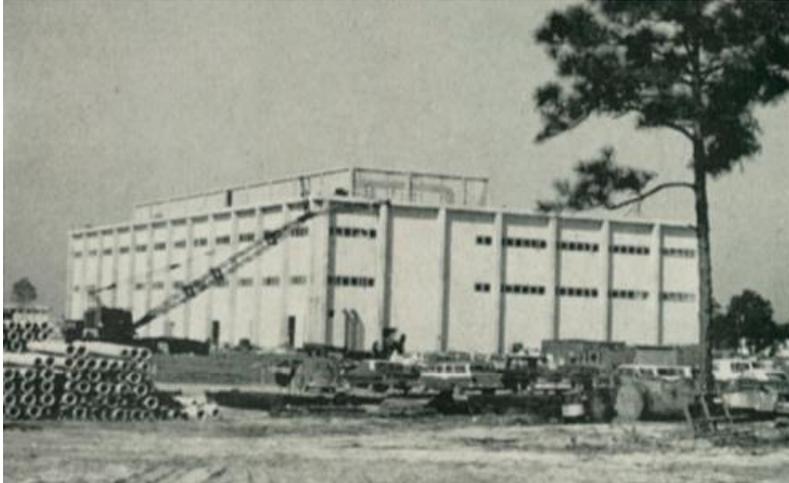
From the November 19, 1964, Spaceport News

On page 1, “SPACEPORT ROADS NAMED AFTER VIPS”. A portion of the article reads “Principal thoroughfares in the industrial area of the John F. Kennedy Space Center, NASA, have been named for scientists and engineers who made significant advances in knowledge leading up to manned space flight. Thoroughfares running north and south have been named as follows...” Einstein Street, Copernicus Street, Kepler Street, Galileo Street, Newton Street and Maxwell Street. East west thoroughfares include Goddard Avenue, Wright Avenue, and Von Karman Avenue. These names never happened. Elaine Liston sent me information that the Site Activation Working Group on February 17, 1965, decided not to enact the above names. The names decided on, ended up being more vanilla; see a sampling below from Google Maps. Too bad! Thank you very much Elaine!



From The November 25, 1964, Spaceport News

On page 4, the caption for the following photo is “Below, the Kennedy Space Center's ultra-modern Central Instrumentation Facility in shown on Merritt Island as its construction nears completion.”



The following photo, is of the CIF, being demolished, circa 2017. [Wikipedia](#) has some information about the CIF, among other sites.



From The December 17, 1964, Spaceport News

On page 2, “**Main Cafeteria Opens On Merritt Island**”. Part of the article reads “The Kennedy Space Center’s main cafeteria at Merritt Island opened this week. Located a block west of the KSC Headquarters Building on the opposite side of the street, the new quarters have an initial seating capacity of 268, and more tables and chairs will be added later. The cafeteria will serve all Island employees who do not eat in the Manned Spacecraft Operations Building cafeteria, which opened last September...”

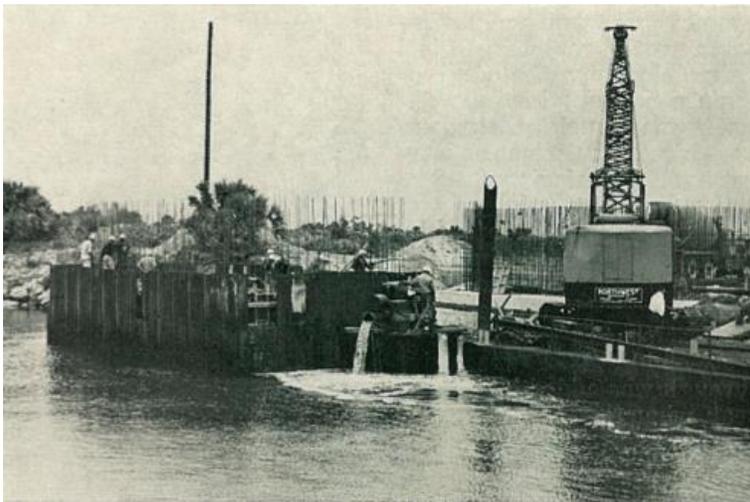
... Hours for the main cafeteria are from 6 to 10 a.m., 11 a.m. to 1:30 p.m. and 2 to 3 p.m. On Saturdays, the hours are from 6 a.m. to 1:30 p.m.”

From The December 31, 1964, Spaceport News

On page 7, “**Haulover Canal Bridge Harbors Rustic Memories**”. A portion of the article reads “The Kennedy Space Center will assume operational and maintenance responsibilities for one of Brevard County's most rustic sites tomorrow — the old Haulover Canal Bridge. “I'm not sure of the exact 'year it was built,” says Mrs. David A. Taylor, Sr., who has lived in Brevard since near the turn of the century. “It must have been around 1920.”... ..The wooden bridge is one-lane only... .. A new bridge is being built a few hundred feet up the canal and will be opened sometime in 1965...”.



“PICTURESQUELY FRAMED by low-hanging pine limbs, the old Haulover Canal Bridge is more scenic than practical, and will give way next year to a new bridge now under construction. This one lane, wooden structure has been in use for more than 40 years.”



“NEARBY THE old Haulover Bridge, another one is fast taking shape. NASA takes over operational and maintenance responsibilities for the roads and bridges in this area tomorrow.”

From page 8, “**HELICOPTERS FERRY APOLLO'S ADAPTER**”. [This is neat! The article reads](#) “A team of helicopters delivered the first Apollo spacecraft adapter to the Kennedy Space Center at Merritt Island Tuesday. The conical - shaped unit structurally simulates the adapter section that will house the Apollo lunar excursion module (LEM) on its trip to the moon.

The 4,700 pound, 28-foot tall unit made the cross-country trip from Tulsa, Oklahoma to Merritt Island in just over 36 flight hours, slung under an Army CH47A helicopter. A second helicopter provided inflight visual checks, served as a backup carrier, and supplied landing directions for the primary carrier. Five refueling stops were scheduled enroute.

Because of the size of the adapter unit — 22 feet in diameter at the base — transportation by road, water, rail or even the modified "pregnant guppy" airplane used to deliver spacecraft modules to the Cape, proved impractical. NASA studies showed the helicopter method to be the more practical and more economical.



“THE FIRST Apollo adapter arrived — by helicopter — at Merritt Island Tuesday.”