

HEADQUARTERS  
BERLIN COMMAND  
Office of the Provost Marshal  
APO 742, US FORCES

THE BERLIN-HELMSTEDT AUTOBAHN

1. The Autobahn between Helmstedt and Berlin is the only authorized motor vehicle route to and from Berlin. This land route covers a road distance of approximately 104.8 miles (164.4 km).

2. Autobahn Checkpoints:

a. There are four checkpoints on the Berlin-Helmstedt Autobahn through which each individual vehicle must be processed. These checkpoints listed according to direction of travel, are:

(1) Traveling to Berlin:

- (a) US Checkpoint Alpha - Helmstedt
- (b) Soviet Checkpoint - Marienborn
- (c) Soviet Checkpoint - Babelsberg
- (d) US Checkpoint Bravo - Berlin

(2) Traveling to Helmstedt:

- (a) US Checkpoint Bravo - Berlin
- (b) Soviet Checkpoint - Babelsberg
- (c) Soviet Checkpoint - Marienborn
- (d) US Checkpoint Alpha - Helmstedt

b. You will not process through any checkpoint other than those listed above.

3. Emergency Wrecker/Ambulance Service:

If an accident should occur between the two US checkpoints, the areas of responsibility for providing emergency wrecker/ambulance service are roughly divided by the Elbe River. Should an accident occur on the Autobahn East of the Elbe River, the wrecker or ambulance, both US would be dispatched from Berlin. If the

accident takes place West of the Elbe River, the responsibility rests with the British and US forces in Helmstedt. The wrecker will be British and the ambulance American.

4. To avoid incidents and to assure that the traveler understands his responsibilities in connection with travel on the Autobahn, he must be properly documented and thoroughly briefed.

5. Documentation:

a. Documentation consists of two types of movement orders.

(1) Flag-Type:

(a) Written in English, French and Russian.

(b) Issued by:

1. CINC, USAREUR

2. Ambassador or Charge d'Affaires,

US Embassy, Bonn.

3. US Commander, Berlin.

(c) Authorized for:

1. POVs licensed by USAREUR, COMZ, SETAF,

Embassy.

2. Single military sedans.

(2) Convoy Movement Order:

(a) Written in English and Russian.

(b) Issued by:

US Commander, Berlin, only.

(c) Authorized for:

1. Two or more military sedans traveling

in convoy.

2. Single military trucks.

3. Military convoys.

b. A peculiarity exists between the two types of orders. One flag-type order is issued for each identity document. One movement order (convoy type) is issued per convoy regardless of the number of trucks or the number of personnel in the convoy; only the convoy commander's name appears on the order. The trucks and personnel are indicated by number only.

6. From this point on the only difference in the briefing between a POV and a military convoy is that the traveler in the POV is briefed at the US Checkpoint, and the convoy commander is briefed by the Autobahn Operations Officer at Berlin or Helmstedt.

7. Processing of Travelers: (POV, only)

a. Documents he must present at the US Checkpoint: ID Card, Flag-Type Movement Order, Travel Authorization, Vehicle Registration.

b. Traveler then must read: Annex B, USAREUR Cir 550-180, and Contingency Instructions.

c. Traveler then briefed on route by the use of photographs and sketch map.

d. Traveler then asked a series of questions to insure that he understands the contents of both the documents he has read.

e. Traveler then executes a certificate.

f. Traveler then handed a travel packet which contains: sketch map, mileage chart, two breakdown slips, copy of Annex B.

g. Traveler's car is inspected to insure that it has: a full tank of gas, good spare tire, tire changing tools, lights in working condition and that the car is in good overall mechanical condition.

8. Processing of Convoy Commanders:

a. Same as traveler in POV with the exception of emergency equipment that must be carried by each military truck. This equipment is as follows: three days' C-rations per man, canvas cot, cooking stove, cooking gas, comfort kit.

9. Travel Through the Soviet Zone:

a. Speed Limits:

(1) The maximum speed limit on the Berlin-Helmstedt Autobahn is fifty (50) miles per hour. Time limits for travel

between US Checkpoints are:

(a) Normal weather conditions:

|                     | <u>Maximum</u> | <u>Minimum</u> |
|---------------------|----------------|----------------|
| Passenger Cars      | 4 hours        | 2½ hours       |
| Single Cargo Trucks | 5 hours        | 3 hours        |
| Convoy of Trucks    | 7 hours        | 4 hours        |

(b) Adverse weather conditions:

|                     | <u>Maximum</u> | <u>Minimum</u> |
|---------------------|----------------|----------------|
| Passenger Cars      | 6 hours        | 3 hours        |
| Single Cargo Trucks | 7 hours        | 4 hours        |
| Convoy of Trucks    | 8 hours        | 5 hours        |

b. Harassment: It is possible that you will encounter speed traps, vehicle inspection points, and other types of harassment designed by the East Germans to hinder your travel through the Autobahn. If you are stopped by the East Germans, keep alert, do not show any documents of any type, do not allow your vehicle to be entered for any means whatsoever, do not enter into any discussion, and do not pay any type of a fine. If you are not permitted to proceed, request to see a Soviet officer. If such an incident occurs, be sure to report all the facts pertinent to the MP on duty at the US Checkpoint.

c. Breakdown on the Autobahn: Two emergency breakdown slips are contained in the Travel Packet. These breakdown slips are to be used when a vehicle becomes unable to proceed and when it is beyond the capability of available US personnel to repair or tow the vehicle. The slips will be properly filled out; one will be given to the driver of a vehicle enroute to Berlin and the other to the driver of a vehicle enroute to Helmstedt; the drivers to whom the breakdown slips are given should be requested to give the slips to the MP at the US Checkpoint. A military wrecker will be dispatched to tow the vehicle. Occupants must remain with the disabled vehicle until the wrecker arrives.

10. Debriefing: Upon exit from the Autobahn the traveler and/or the convoy commander will stop at the US Checkpoint. Here he will be debriefed. This consists of a series of questions designed to determine if an incident or unusual occurrence took place while he traveled the Autobahn.