

Cold War Artifacts

During the Cold War, US Forces in Germany had a small group that legally worked in what became East Germany, and the Soviets had small groups that legally worked in West Germany. These military missions started at the close of World War II and as the iron curtain went up, each side found it advantageous to keep its mission in place.



The U. S. mission was in Potsdam. Vehicles driven by U.S. personnel in East Germany had special license plates. An example is shown at the left. Likewise, the Soviet Military Mission vehicles had special license plates. U.S. troops were told to report the location of any

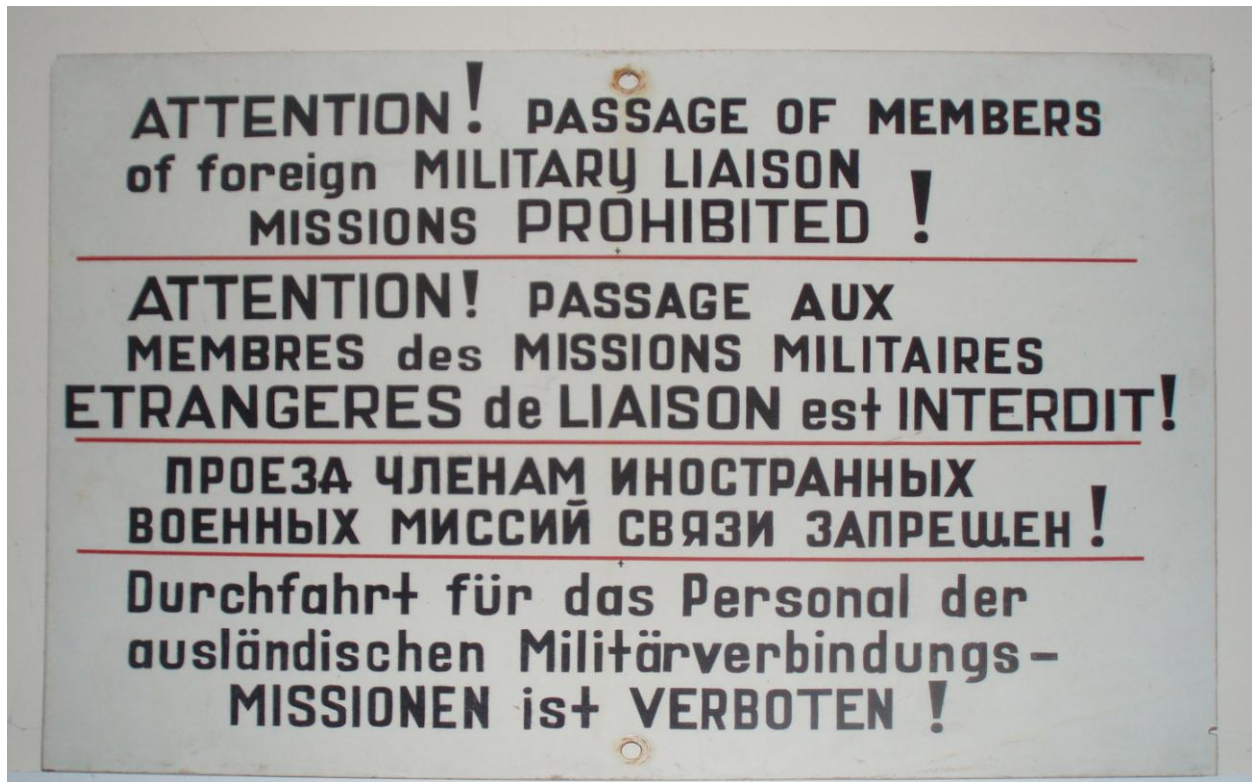
vehicle they saw that carried these plates. One of the Soviet plates is shown below.

Because of the end of World War II agreements and the desire to have the various military missions, US military sites in West Germany had signs as required by the agreements. Posting of these signs were done to prohibit passage of military mission members. For example, a U. S. ammunition storage area had several of these special signs



around it, usually placed on the fence posts. These signs declared in four languages that members of the foreign military missions could not go into that area. The wording of these signs was precisely defined and the order of the languages depended upon the location of the facility. The large sign shown on the next page is one such example and is a sign that was used in East Germany.

Throughout the Cold War, Berlin remained under the four power agreement and U. S. personnel stationed in Berlin received the Army of Occupation Medal. There were three authorized air and three highway corridors between West German and Berlin that ran through East Germany. In addition there were authorized train movement agreements. U.S. troops and their families could go between Berlin and Frankfurt (and between Frankfurt and Berlin) on a so called Troop Train. One left each city in the evening and arrived the next morning. The U. S. train had soldiers as conductors and had soldiers from the Berlin Brigade as guards. These guards handled the papers required to move through East Germany. One paper required was known as a “flag order” and each had a colored U. S. Flag at the top (thus its name) and the name of the person authorized to travel on the order.



A typical flag order is shown left, below. It is also stamped on the reverse showing the authorized dates of train travel and signed by the Berlin commander. The challenge of creating proper flag orders was to insure the names, to include spacing, periods, and the like, were identical to the bearer's passport, since the Soviets who checked the paperwork did not speak English. Everything had to match exactly.

UNITED STATES OF AMERICA
ÉTATS-UNIS D'AMÉRIQUE
СОЕДИНЕННЫЕ ШТАТЫ АМЕРИКИ

MOVEMENT ORDERS LAISSEZ-PASSER ПУТЕВКА

Name Nom, Prénom Фамилия, Имя	Rank Qualité Чин	Nationality Nationalité Гражданство	Identity Document No. Pièce d'identité No. № удостоверения личности
MART HERBOSA EMBROOF	CIV	American	US FP No. F595207

is / are authorized to travel from est / sont autorisé(s) à se rendre de **Helmstedt** to à **Berlin** and return et retour **обратно**

by train or by vehicle No. par le train ou par voiture No. поездом или на автомобиле № _____

from (date) du (date) **26 Jul 78** to (date) ou (date) **12 Aug 78** inclusive inclus **включительно**

by par _____

The United States Commander, Berlin
 Le Commandant Américain à Berlin
 Американский Командант в Берлине

Signature *C. P. [Signature]*
 Подпись _____

Title **MG US ARMY**
 Qualité **US COMMANDANT**
 Звание _____

Date **26 Jul 78**
 Дата _____

HEADQUARTERS OFFICIAL US ARMY BERLIN

Displayed at the bottom are two armbands from the Frankfurt to Berlin troop train used during the Cold War.

