

Name: WERLIN, Jakob

Nationality: German

Region: Munich 9, Harthausenstr. 16; also Berlin

Positions: Generalinspektor für das Kraftfahrwesen (General Inspector of Motor Transport,

Member of the Advisory Board of Wirtschaftsgruppe Fahrzeug Industrie (Economic Group Vehicle Industry),

Member of the Management Board of Daimler Benz AG, Stuttgart-Untertürkheim,

Member of the Board of Directors of Volkswagen GmbH,

SS-Standartenführer

Birth date and place: 10 May 1886, Graz.

Work and Political History: Werlin is an early member of the Nazi Party and said to have helped Hitler escape after the putsch of 1923. He holds the rank of SS-Standartenführer. After World War I, he became associated with Daimler-Benz AG, the second largest German automobile manufacturing company. He became a member of the management board of Daimler Benz AG in 1933, allegedly through Hitler's influence. According to some sources, he also became an industrial engineer at the Untertürkheim plant Daimler-Benz AG.

He soon assumed a prominent position in the field of motor transportation under Nazi auspices. Until its liquidation, he was head of the Exportgemeinschaft Deutscher Automobilfabriken AG, which promoted the export of German automobiles. He is Chairman of the Advisory Board of Exportdienst Deutscher Automobilfabriken GmbH (Export Service of German Automobile manufacturers). Within the corporative organization of German business, established by the Nazis in 1934, he is a member of the Advisory Board of the Wirtschaftsgruppe Fahrzeug Industrie (Economic Group Vehicle Industry).

Werlin is a member of the Board of Directors of Volkswagen GmbH, founded in 1936 (?) for the purpose of developing an inexpensive car for low income groups (Volkswagen).

Since private industry was not interested in the project, it was sponsored by the German Labor Front. Verlin is said to have been one of the main promoters of this scheme. As a result of tremendous Nazi-propaganda, a great number of people made regular payments to the Labor Front on the promise of future delivery of the car. However, the Volkswagen was never built. And the contributions of the people helped instead to finance the construction of military vehicles at the Volkswagen plant in Fallersleben. (OS. Sources) Likewise Verlin is said to have helped persuade Hitler to construct the Reichsautobahn (National Super Highway).

Verlin received by far his most important appointment in 1942 when, as a result of the strains of three years of war and the German offensive in Russia, the transportation problem became more and more acute. By a decree of Hitler, Verlin was appointed Generalinspektor für das Kraftfahrwesen (General Inspector of Motor Transport). In this capacity he receives orders from Hitler directly and is responsible to him alone. He is authorized to inspect the motor vehicles and transportation systems of all government agencies, civilian and military, of party offices and private firms in Germany and in all annexed and occupied territories as well as in all theaters of Military operations. He is to take whatever measures he deems necessary for the coordination of transport agencies.

Summary: Through his position as General Inspector of Motor Transport, through his influence in the automobile industry as a member of the Management Board of Daimler Benz AG, as well as through his close connections with Hitler and other top ranking Nazi officials, Verlin has now a considerable share in determining Nazi economic policies.

Sources: OSS, CE, 2 October 1943
 OS., FU 536U, 7 October 1943,
 OS., R " A 1323, 1 February 1944,
 OS., Sources, 7 March 1943,
 OSS, Source S, 13 April 1946
 O JS, R e: A 1910, 25 July 1944,
 OS., R A 738, 17 July 1943

RESTRICTED

This record is a summary of such intelligence (from one or more sources as indicated) as was available at the time of preparation. It may consequently be subject to amendment by additional or more recent intelligence. Index numbers and letters are solely for indexing statements in the report.