

OFFICE OF STRATEGIC SERVICES
RESEARCH AND ANALYSIS BRANCH
BIOGRAPHICAL REPORT

53,099
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Region: 53

Occupation: 25G, 6A

Political Attitude:
13

Name: WERNER, William

Nationality: German

Region: Chemnitz, Immelmannstrasse 20

Positions: Executive Manager (Direktor) and member of the Management Board (Vorstandsmitglied) of Auto-Union AG, Chemnitz.

Head of Hauptausschuss Triebwerke (Main Committee "Aero-Engines") of the Reich Ministry of Armament and War Production,

Deputy Chairman of the Industrierat des Reichsmarschalls für die Fertigung von Luftwaffengerät (Industrial Council of the Reich Marshal for the Production of Air Force Equipment),

Wehrwirtschaftsführer

Birth date and place: 7 November 1893, New York.

Family History: Werner's parents emigrated to the USA, where Werner was born, but returned to Germany before World War I. Werner is married and has several children.

Education: Werner spent his childhood in the USA and thus speaks English fluently. In Germany, according to an interview source, he started his career as a messenger boy in a toolmaker's shop in Cologne, became a foreman and was subsequently employed in the Horch automobile plant, where he was eventually made plant manager. He returned to the USA to study American automobile manufacturing methods, and for some time was employed in the Ford, Chrysler and General Motors plants.

Work and Political History: In 1932 Werner was appointed plant manager and Deputy member of the Management Board (Stellvertretendes Mitglied des Vorstands) of the Auto-Union AG, a combine of several automobile manufacturing concerns, (including Deutsche Kraftfahrwerke LDKW, Audi, Horch, Wanderer), holding fifth place in the German production of automobiles. Subsequently Werner became Executive Director and a member of the Management Board of the Auto-Union AG.

After Hitler's rise to power Werner was appointed to important positions in the Nazi administration of German industry and business, and since the outbreak of the war has become

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one of the top leaders directing the German economy. He was appointed a member of the Executive Committee (Präsidium) of the Reichsausschuss für Leistungssteigerung (Reich Commission for Increase of Efficiency) which was designed to increase efficiency of production of armaments and other vital materials for the German war machine. He is head of the Technischer Ausschuss der Wirtschaftsgruppe Fahrzeugindustrie (Technical Commission of the Economic Group Vehicle Industry), which forms part of the corporative organization of German business established by the Nazis in 1934. In an advisory capacity (Beirat) he serves on the staff of the Generalbevollmächtigter für das Kraftfahrwesen (General Commissioner for Motor Transport General Kuhn), under the Four Year Plan office.

By far his most important positions, however, are those Werner holds in the Reich Ministry of Armament and War Production under Speer; this Ministry yields greater power in the control of the German war economy than any other agency. Werner was appointed head of the Hauptausschuss Triebwerke (Main Committee Aero Engines) which is one of twenty-one Main Committees controlling the output of every type of war equipment. The Main Committee Aero-Engines has some sixteen subcommittees controlling the production of all types of engines and engine parts. Werner is head of the Bewirtschaftungsstelle für Fertigungseinrichtungen (Office for Allocation of Production Installations) which was attached to the (later liquidated) Rüstungslieferungsamt (Division of Armament Supply) of the Reich Ministry of Armament and War Production and, according to one source, was Deputy Chief of the latter. He is a member of the Rüstungsrat (Speer's Advisory Council on War Production), which is composed of representatives of the army, navy air force, industry and government administration, but does not seem to exercise very important powers.

Not directly controlled by the Speer Ministry, but closely collaborating with it, is the Industrierat des Reichsmarschalls für Fertigung von Luftwaffengerät (Advisory Council of the of the Reichmarshall for the Production of Air Force equipment-Göring), established in 1941, of which Werner was appointed Deputy Chairman. In addition to his advisory functions, Werner in this capacity supervises the work of the Leistungssteigerungsstäbe (Rationalization Staffs) attached to those Main Committees of the Reich Ministry of Armament and War Production which control the different phases of airplane construction (Airframes, Aero-Engines, Aircraft Accessories.)

Werner has been honored by the Nazi Party with the award of the Knights Cross of the War Merit Cross and received the title of Wehrwirtschaftsführer, which is

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granted to keymen in the Nazi economy who are in excellent standing with the Nazi Party. He holds the rank of Standartenführer in the NSKK - Nationalsozialistisches Kraftfahrkorps (NS Motor Corps).

Summary:

By virtue of his positions in the Nazi administration of German business, particularly as Head of the Main Committee Aero Engines and Deputy Chairman of the Advisory Council of the Reich Marshall for the Production of Air Force Equipment, and by virtue of his influence in the automotive industry as Manager of the Auto-Union AG, Werner is no small measure is responsible for formulating and executing Nazi economic policies.

Source:

OSS Source D, 5 July 1944.
OSS R & A 1910, 25 July 1944.
OSS Source S, 30 January 1945.
OSS, BR, Fu #4123, 23 June '44.
Wer leitet, 1941-1942.
Deutsche Bergwerkszeitung, 19 Sept. 1943
Das Reich, 8 August 1943.
NDZ, 6 August 43, ND # 1207.

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.

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