

*Slobodan Selinic*

*Summary*

Between 1946 and 1952 more than a million Yugoslav young men and women participated in around 70 federal voluntary mass activities. The most important ones in that period were the construction of the Brcko-Banovici railroad in 1946, the Samac-Sarajevo railroad in 1947, the Fraternity-Unity highway (the Belgrade-Zagreb highway) from 1948-1950, New Belgrade from 1947-1950, the Banja Luka-Doboj railroad in 1951. From 1953 to 1958 more than a million young people participated in local voluntary mass activities throughout the country. The large scale federal voluntary mass activities were renewed in 1958 when the construction of the highways between Ljubljana and Zagreb and Belgrade and Djevdjelija was continued. Works continued up to 1963 with the participation of over 250,000 construction workers. As for the Yugoslav government, the public and the youth, these activities held political, educational, moral and economic significance. They nourished "fraternity and unity", stressed the principle of voluntary engagement and outstanding endeavors. These mass activities held great economic significance. Not only had the country gained necessary economic facilities, but also through these activities more than dozens of thousands of youth from rural areas switched to working in factories and mines which partly contributed to the creation of the new working class in Yugoslavia.