

Pioneering Surgeon Selected



Dr. Malloy

By Yvette McCullough
Staff Writer

Dr. H. Rembert Malloy, a local surgeon who made history in 1948 by performing a delicate and first time operation on an infant, was recently promoted to the rank of Clinical Assistant Professor of Surgery at Bowman Gray School of Medicine.

Dr. Malloy, the first black surgeon to practice exclusively in the South, told the Chronicle that his promotion was a triumph and a milestone in his life.

"I think it is a reflection of my work in the community and at Bowman Gray and I am proud to have achieved it," Dr. Malloy said. "To think that when I first came to this town they wouldn't treat Negro patients, this is an accomplishment."

Dr. Malloy has been a clinical instructor at Bowman Gray since 1970. His promotion took effect July 1.

Dr. Malloy first made medical history in 1948 when he reinserted an in-

fant's intestines at Kate Bitting Reynolds Memorial Hospital. It was the first time the operation had been performed and it proved to be a success.

Because of this successful operation, it was written up in the Journal of the American Medical Association. Dr. Malloy was also the first black member of the Forsyth County Tuberculosis and Health Board, the first black board member of the Forsyth County chapter of the American Cancer Society and the first

black board member of the Winston-Salem Nursing Association.

Dr. Malloy attended the public schools in Winston-Salem. He graduated from Johnson C. Smith University and did graduate work in Bacteriology at the University of Chicago. He graduated from the Howard University College of Medicine in 1939.

As Clinical Assistant Professor, Dr. Malloy will hold surgical conferences with students as well as assisting students in surgery.

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Watkins

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replacement housing for the residents. "Those houses were supposed to have been torn down last year, but nothing ever happened," said Hughes.

The prospect of the highway coming closer reminds Mrs. Hamlin of the construction of the current expressway. "When they came through, they just cut out 200-300 families," she said.

Hamlin said representatives from the Watkins Street area would attend the hearing on July 23, called by the N. C. Department of Transportation, to express their viewpoint along with that of many groups, particularly in the southern part of the city.

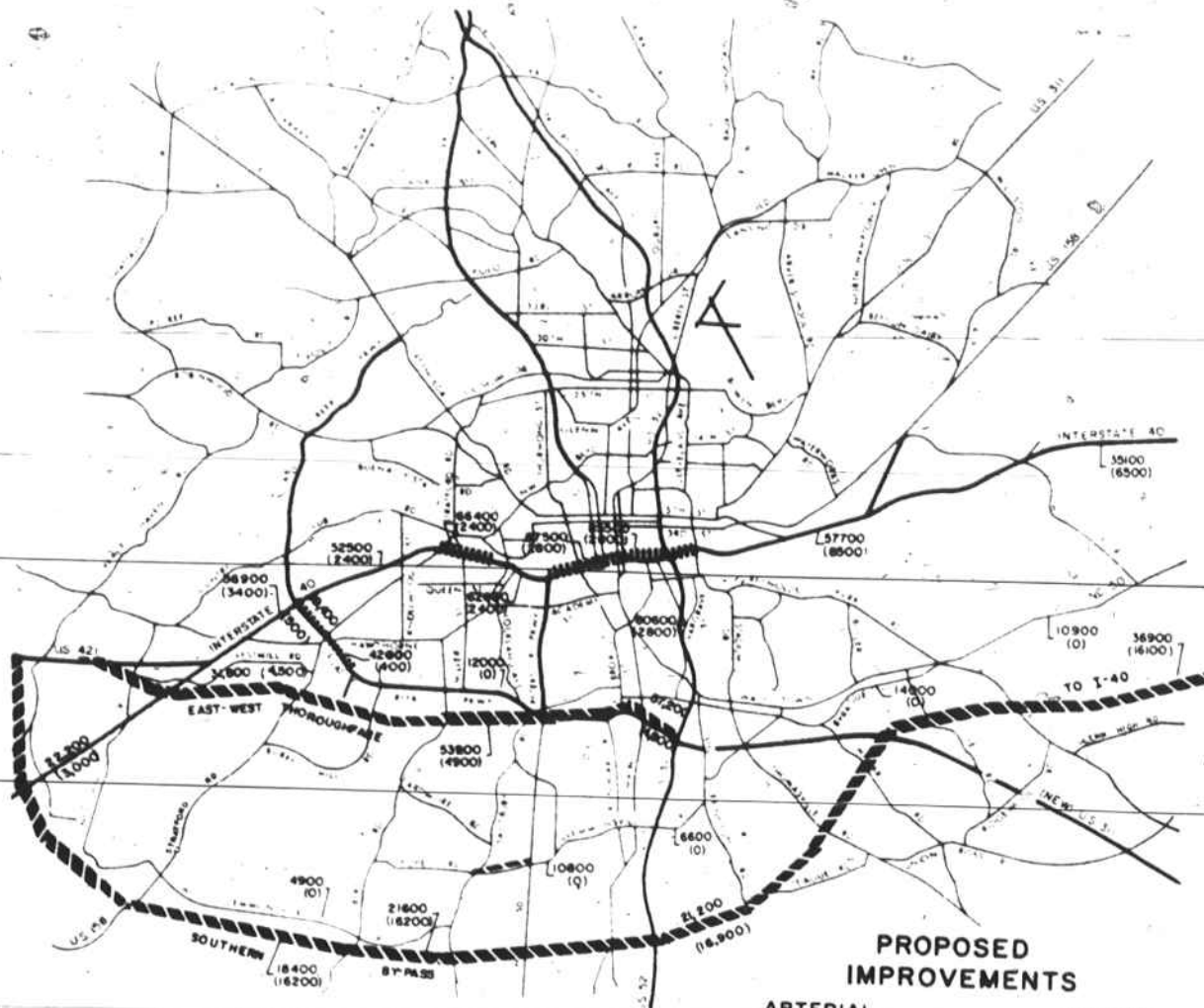
During the hearing, the project consultant Greiner Engineering Sciences, will make recommendations on which of three alternatives should be implemented, either separately or in various combinations.

One approach is to widen the existing Downtown Expressway (I-40) to as many as ten lanes, possibly some of which would serve as a collector road for the use of local traffic only.

Another is to build an East-West Thoroughfare from near the intersection of U.S. 421 and I-40 west of the city, coming parallel to the south of the current Corporation Parkway to U. S. 52, picking up the current highway past Willard Road and building a link to join I-40 near Kernersville.

The third alternative is the Southern By-pass, which would start near U.S. 421 dip south of Clemmonsville Road and swing up past Thomasville Road just below the Easton neighborhood before making the same link to I-40 as the East-West Expressway.

The approach drawing the most support currently is the concept of building the East-West Thoroughfare with improvements to I-40.



PROJECTED TRAFFIC YEAR 2000
10,000 - VEHICLES PER DAY
(1,000) - THROUGH VEHICLES

ARTERIAL	4 LANES	FREEWAY
-----	6 LANES	=====
-----	8 LANES	=====
-----	10 LANES	=====

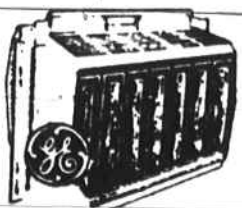
Above are the three routes transportation planners are considering for improvements to Interstate-40. Widen-

ing the current highway, building an East-West Thoroughfare and a Southern By-pass are the alternatives.

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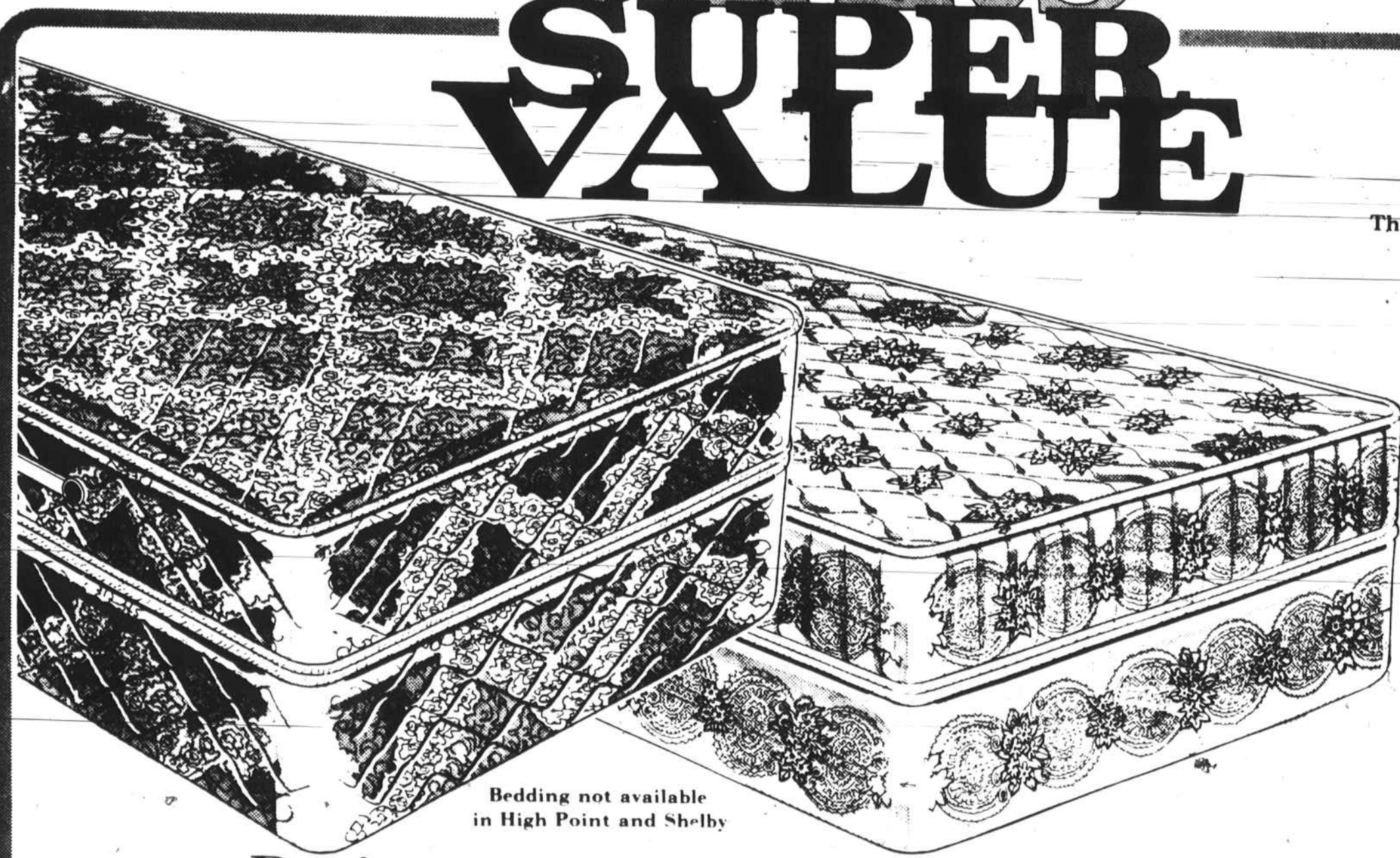


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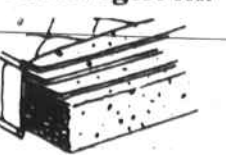


Jim Parks

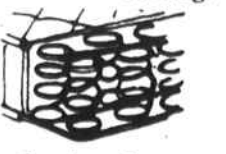
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