



PEOPLE

A Boy's World

Local club joins observances of National Boys Club Week



RELIGION

Seeking Unity

Afro-American woman succeeds as head of ministers' fellowship

30 Pages This Week

Thursday, April 20, 1989

Winston-Salem Chronicle

50 cents "The Twin City's Award-Winning Weekly" VOL. XV, No. 34

Mom copes with loss of daughter, says she's happy man was charged

By TONYA V. SMITH
Chronicle Staff Writer

Evelyn Carney-Robbson was standing in the window of her beauty shop watching her daughters prepare to cross the street and get on the bus to school on the morning of April 5. Before she could blink an eye, she saw her nine-year-old daughter, Rochon Monique Carney, struck by a car and her body dragged about 40 feet.

About an hour later, around 9:15 a.m., Rochon was pronounced

dead at Forsyth Memorial Hospital.

"This is one big nightmare for me, one that will never end," Mrs. Carney-Robbson said.

Her nightmarish experience was worsened by what Mrs. Carney-Robbson called the "procrastination of the police department" to charge the driver of the station wagon that struck and killed her daughter.

A warrant was issued Friday for the arrest of William Max McLamb, 58, nine days after the accident. McLamb, of 2506 Wood-

lyn Way in Greensboro, was charged with involuntary manslaughter. He faces a maximum of ten years in jail, but the usual sentence is three years, said Lt. P.O. O'Neal of the city police department.

Interviewing witnesses who saw the accident took a long time because they gave conflicting accounts, said Lt. O'Neal. Those conflicting accounts centered on whether school bus #625 had come to a complete stop.

"We were never able to get anything conclusive on that," said



Photos by Sam Greenwood

"I told him I forgave him and that he had to forgive himself, but he had to be charged for what he did."

-- Evelyn Carney-Robbson

Lt. O'Neal. "Some witnesses said it did stop and others said it did not."

Whether the bus came to a complete stop is irrelevant, said S. Mark Rabil, Mrs. Carney-Robbson's attorney.

"It doesn't matter whether he was stopped or not, at least the bus was in the process of stopping," said Rabil, who will assist Mrs. Carney-Robbson in filing a civil suit for damages due her in the

wake of Rochon's death. "Terri (Rochon's older sister) and her mother and the bus driver are clear that the bus was completely

Please see page A7

Police frustrated by increasing robberies

By TONYA V. SMITH
Chronicle Staff Writer

The number of armed robberies in Winston-Salem is escalating at an alarming rate, and many of those arrested for perpetrating the crime are repeat offenders who somehow found a way of escape in the courts, said Police Chief George L. Sweat.

In fiscal year 1987-88 there were 222 armed robberies. So far in fiscal year 1988-89 there have been 307 armed robberies, 230 of them occurring since the first of the year, said Sarah Puryear, Police Information Systems Coordinator.

The bulk of the robberies, 54 percent, take place in the city's convenience stores on a Sunday, Monday or Wednesday, said Puryear.

"These people already have pretty lengthy records by the time we arrest them for an armed robbery," said Sweat. "If we don't start locking these people up and keeping them in jail we'll be overrun by them."

Last week city police arrested five suspects in connection with a string of convenience store robberies, said Puryear. Three of the five had criminal records dating back 10 years.

"We're trying to develop a strategy as far as the

Please see page A7



Members want Marshall to quit

Question of impeachment to be raised at meeting tonight

By TONYA V. SMITH
Chronicle Staff Writer

The president of the NAACP is no longer acting in the best interests of his organization or the Afro-American community and he should be impeached, said Naomi Jones, a member of the local chapter's Executive Board.

Walter Marshall's leadership abilities will be in question 7 p.m. tonight during an NAACP general meeting at Hanes C.M.E. Church, Mrs. Jones said.

"We do have something that we really need to talk about," she said. "It seems like our leadership is going down. I'm wondering who he (Mr. Marshall) is representing. He's lashing out at everybody. It seems that everybody else is wrong and he's right."

Mrs. Jones was referring to the differing stands that Mr. Marshall and the NAACP Executive Board have taken on two county commissioner election plans now in the state legislature.

Since last June, Mr. Marshall has supported a compromise plan presented as a bill by Rep. Frank Rhodes

Please see page A9

City to review manner by which demolition landfill sites are determined

By TONYA V. SMITH
Chronicle Staff Writer

At least 30 percent of all the demolition landfills in Winston-Salem and Forsyth County have been located in predominantly Afro-American communities, according to a recent listing from the county Environmental Health office.

One of the sites had been closed for more than 30 years, was accidentally dug up last week when members of a city work crew were installing a 78-foot long storm drain.

"We were trying to install a large storm drain and discovered a large landfill," said William Mankins, a city employee for 11 years. "I under-

stand that they closed out this in '56 or '58."

The nostril burning stench of 30-year old trash, tires and dirt plagued the residents of Diggs Boulevard and Williamson and Bruce streets, located on the southeast side of the city.

"In a case like this something like research would have to be done for us to know this was here," Mr. Mankins said Monday. "We're hauling most of the materials to Hanes (the city's garbage landfill), but we're using some of it to fill the landfill back in. It's all wet because the old storm drain collapsed, that's where the odor is coming from."

According to the Environmental Health department listing, there are 94 demolition landfills in the city and county. About half of them are closed. At least 28 of them are located in predominantly Afro-American

communities. Twelve of the 28 are closed demolition landfills like the one which was accidentally opened last week.

Coincidentally, Monday night the city staff presented specially requested information to Alderman Vivian H. Burke about the condition of demolition landfills. Mrs. Burke said she requested the information because citizens in her northeast ward had been complaining about the landfills.

In his presentation, Pat W. Swann, assistant city manager of public works, said, "I think Mrs. Burke has more than her share of landfills in her ward."

Before November 1984, the North Carolina Division of Health Ser-

Please see page A9

Improving East Winston traffic among '89 priorities

By TONYA V. SMITH
Chronicle Staff Writer

Four highway projects totaling almost \$89 million would provide badly needed traffic flow improvements in East Winston if they are approved by the N.C. Board of Transportation.

The projects are included in the draft copy of the "1989 Highway Needs Report for Winston-Salem and Forsyth County". The state Board of Transportation is sponsoring a public hearing on the Transportation Improvement Program for the city and county May 8 at 2 p.m. at The Barn at Tanglewood Park.

The most expensive project slated for East Winston, and the second most costly of all 14 in the city and county, is the construction of an eastern section of the Northern Beltway.

The proposed \$82.6 million project would construct a new 13-mile multi-lane facility from U.S. 52 east to Business Interstate 40. It also would include improvements to two existing sections of highway, widening the two-lane connector from U.S. 52 to N.C. 66 and improving Reidsville Road (U.S. 58) from Business I-40 to Old Greensboro Road.

"The proposed project is designed to help alleviate

many of the capacity and safety problems which exist on many of the freeways, major and minor thoroughfares adjacent to the entire Northern Beltway Corridor," according to the Highway Needs report. "Depending on the status of the proposed East Winston Parkway Project, the eastern leg of the Northern Beltway may be an important project for the traffic needs in the East Winston community."

Earlier this month the city Board of Aldermen agreed to table plans to construct a parkway through East Winston and opted to further study a consultant's recommendation to construct an eastern leg of the Northern Beltway in its stead.

Another proposed project calls for extending Martin Luther King Jr. Drive and building an Eighth Street connector. It would cost about \$3 million to complete.

"The proposed project would consist of two smaller projects working in tandem: construct a new three- or four-lane connector street from the Eighth Street/Trade Street intersection east to Liberty Street; and extending the existing Martin Luther King Jr. Drive (Old Ninth Street) westward from Linden Street to intersect Liberty Street at Chestnut Street," according to the report's description of the project.

Estimated cost of the project is \$3 million.

Extending 14th Street, from New Walkertown Road to Old Greensboro Road, would cost about \$2.3 million. This .9 mile proposed project would construct a new three- or five-lane curb-and-gutter street from New Walkertown road to Old Greensboro Road.

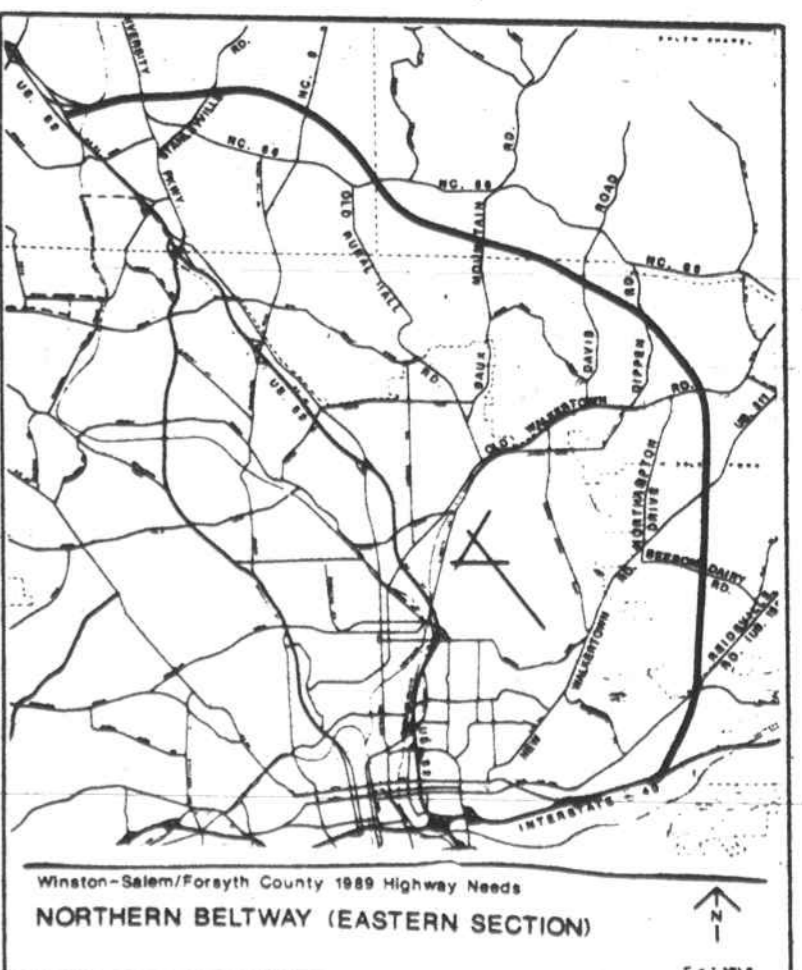
"One of the most important street and highway improvement projects identified in the East Winston Area Plan is the proposed widening and extension of 14th Street in the East Winston community" according to the report.

The project is expected to carry approximately 10,000 vehicles per day by the year 2005.

The last project slated for East Winston would replace the humpback, concrete bridge over the railroad tracks between Glenn Avenue and Liberty Street. Total project cost is estimated at \$1.36 million.

"Despite the narrow roadway, traffic volumes of over 8,000 vehicles per day are carried on this segment of street," according to the Highway Needs report. "Further traffic growth is anticipated as a consequence of development in the projects environs."

Community residents will be given the opportunity to sign up to speak at the state Board of Transportation public hearing. Speaker registration will begin at 1 p.m.



The Northern Beltway eastern section -- at \$82.6 million -- is the most expensive project proposed for East Winston.