

NORTH CAROLINA GENERAL ASSEMBLY  
1961 SESSION

CHAPTER 68  
HOUSE BILL 145

AN ACT AMENDING A PORTION OF SECTION 1 OF CHAPTER 34 OF THE 1953  
SESSION LAWS OF NORTH CAROLINA TO PROVIDE CHANGE IN WARD  
BOUNDARY LINES OF THE WARDS OF THE CITY OF GASTONIA.

The General Assembly of North Carolina do enact:

Section 1. That that portion of Section 1 of Chapter 34 of the 1953 Session Laws of North Carolina beginning with the words, "For the purpose of this Section, the City of Gastonia is hereby divided into six wards as follows:", and all the remainder of said Section 1 following said words, is hereby repealed and declared void, and in lieu of said portion of said Section 1, beginning with said words and all of the remainder of said Section 1 thereof following said words, the following is hereby enacted and said portion of said Section 1 is hereby amended to read as follows:

"For the purposes of this Section, the City of Gastonia is hereby divided into six wards as follows:

WARD ONE

BEGINNING at the point of intersection of the center line of Trenton Street with the center line of the north bound track of Southern Railroad, and runs thence in an easterly direction with the center line of said track to the center line of Marietta Street; thence in a southerly direction with the center line of Marietta Street to the center line of the Carolina & Northwestern Railroad; thence in a southwesterly direction with the center line of the Carolina & Northwestern Railroad to the center line of Catawba Creek running to the North of Peabody Alley; thence in a northwesterly direction with the center line of said creek to the center line of West Seventh Avenue; thence in an easterly direction with the center line of West Seventh Avenue to the center line of Trenton Street; thence in a northerly direction with the center line of Trenton Street to the center line of West Franklin Avenue; thence in an easterly direction with the center line of West Franklin Avenue to the center line of Trenton Street; thence in a northerly direction with the center line of Trenton Street to the center line of the north bound track of Southern Railroad, the point of the BEGINNING.

WARD TWO

BEGINNING at the point of intersection of the center line of Trenton Street with the center line of the north bound track of the Southern Railroad, and runs thence in a southerly direction along the center line of Trenton Street to the center line of Franklin Avenue; thence in a westerly direction along the center line of Franklin Avenue to the center line of Trenton Street; thence in a southerly direction along the

center line of Trenton Street to the center line of West Seventh Avenue; thence in a westerly direction along the center line of West Seventh Avenue to the center line of Catawba Creek; thence in a southeasterly direction with the center line of Catawba Creek to the center line of Union Road, a present corporate limits corner; thence with the center line of Union Road and an easterly present corporate city limit line to a point in the center line of Union Road, a corner of the present corporate limits; thence with the present corporate limits and in a westerly direction to a present corporate corner in the center line of Niblick Drive; thence in a southwesterly direction with Niblick Drive and with the present corporate limits to a point East of the intersection of Niblick Drive with Efird Street, also a corner of the present corporate limits; thence in a northwesterly direction and with the present corporate limits to a point East of Efird Street, a corner of the present corporate limits; thence with the present corporate limits in a southwesterly direction to a point in a road, a corner of the present corporate limits; thence in a northwesterly direction and with the present corporate limits to a point in a branch East of Oak Valley Drive, a corner of the present corporate limits; thence with the present corporate limits in a southwesterly direction to a point between Gardner Street and Forbes Street, a corner of the present corporate limits; thence with the present corporate limits in a southeasterly direction to a point southeast of Forbes Street, a corner of the present corporate limits; thence with the present corporate limits in a southwesterly direction to a point also southeast of Forbes Street and northeast of Hawkins Road, a corner of the present corporate limits; thence with the present corporate limits in a northwesterly direction to the center line of the Carolina & Northwestern Railroad, a corner of the present corporate limits; thence with the center line of the Carolina & Northwestern Railroad and in a northerly direction to a point, a corner of the present corporate limits; thence with the present corporate limits and in a westerly direction to a point, a corner of the present corporate limits; thence with the present corporate limits in a northwesterly direction to a point northwest of Clyde Street, a corner of the present corporate limits; thence with the present corporate limits in a westerly direction to a point South of a branch and to the South of Winget Street, a corner of the present corporate limits; thence with the present corporate limits in a northwesterly direction to a point North of Winget Street, a corner of the present corporate limits; thence with the present corporate limits in a northeasterly direction to a point North of Winget Street, a corner of the present corporate limits; thence with the present corporate limits in a northwesterly direction to a point southeast of Westbrook Circle, a corner of the present corporate limits; thence with the present corporate limits in a southwesterly direction to a point also southeast of Westbrook Circle, a corner of the present corporate limits; thence with the present corporate limits in a southwesterly direction to a point South of Westbrook Circle, a corner of the present corporate limits; thence with the present corporate limits in a northwesterly direction to a point southwest of Westbrook Circle and northwest of Midwood Drive; thence with the present corporate limits in a southwesterly direction to Kenilworth Drive, a corner of the present corporate limits; thence with the present corporate limits in a southerly direction to a point East of Taylor Drive, a corner of the present corporate limits; thence with the present corporate limits in a westerly direction to a point West of Echo Lane, a corner of the present corporate

limits; thence with the present corporate limits in a northerly direction to a point West of Echo Lane, a corner of the present corporate limits; thence with the present corporate limits in a westerly direction to a point West of a branch, a corner of the present corporate limits; thence with the present corporate limits in a northwesterly direction to a point West of Hartford Street, a corner of the present corporate limits; thence with the present corporate limits in a southwesterly direction to a point West of Danbury Street, a corner of the present corporate limits; thence with the present corporate limits in a northerly direction to a point west of Danbury Street, a corner of the present corporate limits; thence with the present corporate limits in a westerly direction to a point West of Davis Park Road, a corner of the present corporate limits; thence with the present corporate limits in a southerly direction to a point in the center line of a road, a corner of the present corporate limits; thence with the present corporate limits in a southwesterly direction to a point South of Linwood Road, a corner of the present corporate limits; thence crossing Linwood Road and with the present corporate limits in a northwesterly direction to a point northwest of Linwood Road, a corner of the present corporate limits; thence following the present corporate limits northwest of Linwood Road and in a northeasterly direction to a point northwest of the intersection of Linwood Road with Davis Park Road, a corner of the present corporate limits; thence with the present corporate limits in a northerly direction to a point West of Myrtle School Road, a corner of the present corporate limits; thence with the present corporate limits in a northeasterly direction to a point northwest of Linwood Road, a corner of the present corporate limits; thence with the present corporate limits in a northerly direction to a point South of West Fifth Avenue, a corner of the present corporate limits; thence with the present corporate limits in a southwesterly direction to a point East of a branch and South of West Fifth Avenue, a corner of the present corporate limits; thence with said branch and the present corporate limits in a northerly direction to a point West of the branch and South of West Parkdale Avenue, a corner of the present corporate limits; thence in a southwesterly direction with the present corporate limits to a point near the intersection of Myrtle School Road and McFarland Avenue, a corner of the present corporate limits; thence with the present corporate limits and with the center line of McFarland Avenue to a point in the center line of McFarland Avenue, a corner of the present corporate limits; thence with the present corporate limits in a northerly direction to a point West of Myrtle School Road, a corner of the present corporate limits; thence with the present corporate limits in a westerly direction to a point North of McFarland Avenue, a corner of the present corporate limits; thence with the present corporate limits in a northerly direction to a point South of West Second Avenue between South Bolding Street and Posey Street, a corner of the present corporate limits; thence with the present corporate limits in a westerly direction to a point West of South Bolding Street, a corner of the present corporate limits; thence with the present corporate limits in a northerly direction to a point in the center line of the Kings Mountain Highway, a corner of the present corporate limits; thence with the center line of the Kings Mountain Highway and West Franklin Avenue in an easterly direction to the center line of Linwood Road and Gaston Avenue; thence with the center line of Gaston Avenue in a northerly direction to the point of intersection of the center line of Gaston Avenue with the center

line of the north bound track of the Southern Railroad; thence with the center line of said north bound track in an easterly direction to the point of intersection of the center line of said north bound track with the center line of Trenton Street, the point of the BEGINNING.

### WARD THREE

BEGINNING at the point of intersection of the center line of the north bound track of the Southern Railroad with the center line of Trenton Street, and runs thence with the center line of Trenton Street in a northerly direction to the center line of West Airline Avenue; thence with the center line of West Airline Avenue in a westerly direction to the center line of North Highland Street; thence with the center line of North Highland Street in a northerly direction to the center line of Bouleware Avenue; thence in a northwesterly direction to a point West of North Weldon Street, a corner of the present corporate limits; thence with the present corporate limits in a southerly direction to a point West of North Weldon Street, a corner of the present corporate limits; thence with the present corporate limits in a westerly direction to a point also West of Weldon Street, a corner of the present corporate limits; thence with the present corporate limits in a southerly direction to a point also West of Weldon Street, a corner of the present corporate limits; thence with the present corporate limits and running to the North of Houston Street in a westerly direction to a point, a corner of the present corporate limits; thence in a southwesterly direction to a point North of West Davidson Avenue, a corner of the present corporate limits; thence with the present corporate limits in a northwesterly direction to a point also North of West Davidson Avenue, a corner of the present corporate limits; thence in a westerly direction with the present corporate limits to Oakwood Street, a corner of the present corporate limits; thence with the present corporate limits and with Oakwood Street in a southerly direction to a point, a corner of the present corporate limits; thence with the present corporate limits in a southwesterly direction to a point West of Oakwood Street, a corner of the present corporate limits; thence with the present corporate limits in a southerly direction to a point North of Ware Avenue, a corner of the present corporate limits; thence with the present corporate limits in a southwesterly direction to a point also North of Ware Avenue, a corner of the present corporate limits; thence with the present corporate limits in a northwesterly direction to a point northwest of the intersection of Mutual Road and James Street, a corner of the present corporate limits; thence with the present corporate limits in a southwesterly direction to a point in the center line of the north bound track of the Southern Railroad; thence with the center line of the north bound track of the Southern Railroad in a northwesterly direction to a point in the center line of said track North of Myrtle Mill, a corner of the present corporate limits; thence with the present corporate limits in a southwesterly direction to a point southwest of the Bessemer City Highway, a corner of the present corporate limits; thence with the present corporate limits in a westerly direction to a point North of the intersection of Jenkins Street and Milton Avenue, a corner of the present corporate limits; thence with the present corporate limits in a southwesterly direction to a point West of Jenkins Street, a corner of the present corporate limits; thence with the present corporate limits in a southerly direction to a point West of Jenkins Street, a corner of the present corporate limits;

thence with the present corporate limits in a westerly direction to a point North of Knollwood Drive, a corner of the present corporate limits; thence with the present corporate limits in a northerly direction to a point also North of Knollwood Drive, a corner of the present corporate limits; thence with the present corporate limits in a northwesterly direction to a point also North of Knollwood Drive, a corner of the present corporate limits; thence with the present corporate limits in a northwesterly direction to a point on Bradley Road, a corner of the present corporate limits; thence with the present corporate limits and with Bradley Road in a southerly direction to a point on Bradley Road, a corner of the present corporate limits; thence with the present corporate limits in a southeasterly direction to a point near a branch, a corner of the present corporate limits; thence with the present corporate limits in a southerly direction to a point on or near the intersection of two branches, a corner of the present corporate limits; thence in an easterly direction with the present corporate limits to a point, a corner of the present corporate limits; thence with the present corporate limits in a northerly direction to a point, a corner of the present corporate limits; thence in a westerly direction to a point South of a branch, a corner of the present corporate limits; thence with the present corporate limits in a northerly direction to a point South of Crescent Lane, a corner of the present corporate limits; thence with the present corporate limits in an easterly direction to a point South of Crescent Lane and West of Baker Street, a corner of the present corporate limits; thence with the present corporate limits in a southerly direction to a point South of Mary Avenue, a corner of the present corporate limits; thence with the present corporate limits in an easterly direction to a point also South of Mary Avenue, a corner of the present corporate limits; thence with the present corporate limits in a southerly direction to a point in the center line of West Franklin Avenue or Kings Mountain Highway; thence with the center line of West Franklin Avenue in an easterly direction to the center line of Linwood Road and Gaston Avenue; thence with the center line of Gaston Avenue in a northerly direction to the center line of the north bound track of the Southern Railroad; thence with the center line of said north bound track and in an easterly direction to the point of intersection of the center line of said north bound track with the center line of Trenton Street, the point of BEGINNING.

#### WARD FOUR

BEGINNING at the point of intersection of the center line of Trenton Street with the center line of the north bound track of the Southern Railroad, and runs thence in a northerly direction with the center line of Trenton Street to the center line of West Airline Avenue; thence with the center line of West Airline Avenue in a westerly direction to the center line of North Highland Street; thence with the center line of North Highland Street in a northerly direction to the center line of Bouleware Avenue; thence in a northwesterly direction to a point West of North Weldon Street a corner of the present corporate limits; thence with the present corporate limits in an easterly direction to a point East of North Weldon Street, a corner of the present corporate limits; thence with the present corporate limits in a northerly direction to a point also East of North Weldon Street, a corner of the present corporate limits; thence with the present corporate limits in an easterly direction to a point North of the new Negro High

School; thence with the present corporate limits in a northerly direction to a point also North of the new Negro High School, a corner of the present corporate limits; thence with the present corporate limits in an easterly direction to a point East of the Carolina & Northwestern Railroad near a branch, a corner of the present corporate limits; thence with the present corporate limits in a southerly direction to a point in the center of the Carolina & Northwestern Railroad; thence with the present corporate limits and with the center of the Carolina & Northwestern Railroad to a point, a corner of the present corporate limits; thence with the present corporate limits running to the North of Sycamore Avenue and in an easterly direction to the center line of North Marietta Street; thence with the center line of North Marietta Street to a point approximately 375 feet North of the intersection of North Marietta Street and East Davidson Avenue; thence in an easterly direction along a back lot line to the center line of an unnamed alley; thence in a southeasterly direction along the center line of said unnamed alley to the center line of East Davidson Avenue; thence in a westerly direction along the center line of East Davidson Avenue to the center line of Reverse Curve; thence in a southeasterly direction along the center line of Reverse Curve to a point opposite the North spur track of the Carolina & Northwestern Railroad; thence in a southerly direction to the center line of the Carolina & Northwestern Railroad; thence in a southerly direction with the center line of the Carolina & Northwestern Railroad to the center line of the north bound track of the Southern Railroad; thence with the center line of said north bound track in a westerly direction to the point of intersection of the center line of said north bound track of the Southern Railroad with the center line of Trenton Street, the point of the BEGINNING.

#### WARD FIVE

BEGINNING at the point of intersection of the center line of the north bound track of the Southern Railroad and the center line of the Carolina & Northwestern Railroad, and runs thence in a northerly direction along the center line of the Carolina & Northwestern Railroad to the intersecting point of the North spur track of the Carolina & Northwestern Railroad; thence in a northerly direction to the center line of Reverse Curve; thence with the center line of Reverse Curve in a northerly direction to the center line of East Davidson Avenue; thence with the center line of East Davidson Avenue in an easterly direction to the center line of an unnamed alley; thence with the center line of said unnamed alley in a northerly direction approximately 375 feet; thence in a westerly direction and along a back lot line to a point in the center line of North Marietta Street, which is 375 feet North of the intersection of the center line of North Marietta Street with the center line of East Davidson Avenue; thence with the center line of North Marietta Street in a northerly direction to a point North of Briarwood Lane, a corner of the present corporate limits; thence with the present corporate limits in an easterly direction to a point northwest of the intersection of Parkview Drive and Green Circle Drive, a corner of the present corporate limits; thence with the present corporate limits in a northeasterly direction to a point North of the proposed Interstate #85 Highway, a corner of the present corporate limits; thence with the present corporate limits in a southerly direction to a point East of the intersection of Center Street with Green Circle Drive, a corner of the present corporate limits; thence with the present

corporate limits in a southeasterly direction to a point, a corner of the present corporate limits; thence with the present corporate limits in an easterly direction to a point, a corner of the present corporate limits; thence with the present corporate limits in a southwesterly direction to a point, a corner of the present corporate limits; thence with the present corporate limits in a southeasterly direction to a point on North Modena Street, a corner of the present corporate limits; thence with North Modena Street in a northeasterly direction to a point on North Modena Street, a corner of the present corporate limits; thence in an easterly direction with the present corporate limits to a point northeast of the proposed new Interstate #85 Highway, a corner of the present corporate limits; thence in a southerly direction to a point southwest of said proposed Interstate #85 Highway, a corner of the present corporate limits; thence in a southeasterly direction with the present corporate limits to a point in the center line of the north bound track of the Southern Railroad, a corner of the present corporate limits; thence with the center line of the north bound track of the Southern Railroad in a northeasterly direction to a point in the proposed right of way of the new Interstate #85 Highway, a corner of the present corporate limits; thence in a southeasterly direction with the present corporate limits to a point near a branch and northeast of Poston Circle and North of Duhart Avenue, a corner of the present corporate limits; thence with the present corporate limits in a southeasterly direction to a point on the proposed new Interstate #85 Highway, a corner of the present corporate limits; thence with the present corporate limits in a southwesterly direction to a point East of Vista Drive and North of East Franklin Avenue, a corner of the present corporate limits; thence in a southerly direction with the present corporate limits to a point in the center line of New Hope Road, a corner of the present corporate limits; thence with the present corporate limits in a southwesterly direction to a point southeast of Burtonwood Drive, a corner of the present corporate limits; thence with the present corporate limits in a southeasterly direction to a point also southeast of Burtonwood Drive, a corner of the present corporate limits; thence with the present corporate limits in a southeasterly direction to a point, a corner of the present corporate limits to the East of Torrence Drive; thence with the present corporate limits in a southerly direction to a point South of Kendrick Drive or East Seventh Avenue, a corner of the present corporate limits; thence with the present corporate limits in a westerly direction to a point, a corner of the present corporate limits; thence with the present corporate limits in a southerly direction to a point, a corner of the present corporate limits; thence with the present corporate limits in an eastern direction to a point, a corner of the present corporate limits; thence with the present corporate limits in a southerly direction to a point North of Dixon Road, a corner of the present corporate limits; thence in a westerly direction with the present corporate limits to a point, a corner of the present corporate limits; thence in a southwesterly direction with the present corporate limits to a point North of a branch, a corner of the present corporate limits; thence with the present corporate limits in an easterly direction to a point northwest of Dixon Road, a corner of the present corporate limits; thence with the present corporate limits in a southerly direction to a point, a corner of the present corporate limits; thence with the present corporate limits in a westerly direction to a point, a corner of the present corporate limits; thence with the

corporate limits in a southerly direction to a point in the center line of Catawba Creek; thence with the center line of Catawba Creek in a westerly direction to a point, a corner of the present corporate limits; thence with the present corporate limits in a northerly direction to a point North of Catawba Creek, a corner of the present corporate limits; thence with the present corporate limits in a westerly direction to a point North of Catawba Creek and southwest of Fern Forest Drive, a corner of the present corporate limits; thence with the present corporate limits and running to the West of Fern Forest Drive in a northerly direction to a point East of a creek and northwest of the intersection of Fern Forest Drive with Briarwood Avenue, a corner of the present corporate limits; thence in a northerly direction and with the center line of South Chestnut Street to the center line of East Third Avenue; thence with the center line of East Third Avenue in an easterly direction to the center line of South Church Street; thence with the center line of South Church Street and in a northerly direction to the center line of the north bound track of the Southern Railroad; thence with the center line of the north bound track of the Southern Railway in a westerly direction to the point of intersection of the center line of said north bound track with the center line of the Carolina & Northwestern Railroad, the point of the BEGINNING.

#### WARD SIX

BEGINNING at the point of intersection of the center line of the north bound track of the Southern Railroad and the center line of North Marietta Street, and runs thence in an easterly direction with the center line of said railroad track to the center line of Church Street; thence with the center line of Church Street to the center line of East Third Avenue; thence with the center line of East Third Avenue in a westerly direction to the center line of South Chestnut Street; thence with the center line of South Chestnut Street in a southerly direction to the end of Chestnut Street and continuing in a straight line to a point East of a creek and southwest of Fern Forest Drive, a corner of the present corporate limits; thence with the present corporate limits in a westerly direction to a point South of Tanglewood Road, a corner of the present corporate limits; thence with the present corporate limits in a northwesterly direction to a point also South of Tanglewood Drive, a corner of the present corporate limits; thence with the present corporate limits in a southerly direction to a point North of the Municipal Golf Course, a corner of the present corporate limits; thence with the present corporate limits in an easterly direction to a point west of Union Road, a corner of the present corporate limits; thence with the present corporate limits in a southerly direction to the center line of Catawba Creek, a corner of the present corporate limits; thence with the center line of Catawba Creek as it meanders in a westerly and northwesterly direction to the center line of the Carolina & Northwestern Railroad; thence in a northeasterly direction with the center line of the Carolina & Northwestern Railroad to the center line of South Marietta Street; thence with the center line of South Marietta Street in a northerly direction to the point of intersection of the center line of the north bound track of the Southern Railroad with the center line of North Marietta Street, the point of the BEGINNING.

The above six wards as described are shown on that map entitled, "Official Ward Map, City of Gastonia, 1961", on file at the City Hall in the City of Gastonia, to which reference is hereby made.

Provided, that in the event the present corporate limits of the City of Gastonia are extended after the adoption of this Act, any of said new area shall comprise and be a part of such ward or wards that such ward or wards' boundary lines, if extended, would embrace; and the City Council of the City of Gastonia shall so approve and fix such ward or wards' boundary lines as so extended, and cause an official ward map showing such extensions to be made and published at least thirty (30) days prior to any municipal election of councilmen, said publication to be made once in a newspaper having a general circulation in the City of Gastonia, showing the boundary lines of all six wards of the City of Gastonia as hereby established with any such ward boundary lines as so extended as to any such new area."

Sec. 2. All laws and clauses of laws in conflict with this Act are hereby repealed and, except as hereby amended, the provisions of Chapter 34 of the 1953 Session Laws of North Carolina are hereby ratified and shall remain in full force and effect.

Sec. 3. This Act shall become, and be, effective on and after July 1, 1961, but shall not affect the qualifications nor eligibility of any councilmen elected in the May, 1961, municipal election of officers of the City of Gastonia to continue to serve his term as a member of the city council and as the representative of the then ward such councilmen was then elected in said May, 1961, municipal election to represent.

In the General Assembly read three times and ratified, this the 21st day of March, 1961.