

GENERAL ASSEMBLY OF NORTH CAROLINA
1983 SESSION

CHAPTER 357
HOUSE BILL 754

AN ACT TO ANNEX TERRITORY TO THE TOWN OF PILOT MOUNTAIN.

The General Assembly of North Carolina enacts:

Section 1. The corporate limits of the Town of Pilot Mountain are extended to include within the town the territory within the following boundaries:

BEGINNING at a chiseled cross in the center of the bridge over the Southern Railway on Hwy. 268 present corner of the city limits; thence with center of Hwy. 268 (Key Street) S 60°-13'-48" W 217.02' to a railroad spike; S 60°-12'-46" W 469.36'; S 61°-34'-03" W 134.12'; S 62°-53'-27" W 132.77'; S 65°-51'-45" W 149.64'; S 69°-40'-33" W 592.72' to a 1" iron in the center of Hwy. 268; thence leaving Hwy. 268 S 62°-57'-53" E 939.51' to an iron; thence S 39°-10'-36" W 716.73' to an iron; S 39°-35'-38" W 369.89' to an iron; N 76°-55'-03" W 47.42'; N 77°-28'-04" W 27.38'; N 78°-35'-20" W 123.39'; N 77°-58'-29" W 49.86'; N 77°-45'-57" W 249.92'; N 76°-40'-08" W 62.09'; N 77°-44'-53" W 318.71'; N 51°-42'-53" W 233.00'; N 52°-32'-53" W 48.41'; N 37°-17'-31" W 115.50' to an iron 3' north of the edge of the pavement to Mountain Loop Road, S 33° W approximately 35' to the southeast corner of the Howard Denny tract; thence with Denny S 33° W approximately 253' to the corner of the James W. Gordon tract; thence with Gordon S 43°-42'-27" W 88.28'; S 53°-32'-26" W 257.47' to the right-of-way of Hwy. 52; thence southwesterly crossing Hwy. 52 approximately 375' to the southeast corner of the Kennis Smith tract and the right-of-way of Hwy. 52; thence northwesterly with the right-of-way line of Hwy. 52 to a point in the center of Hwy. 268; thence continuing with the western right-of-way of Hwy. 52 approximately 550' to a point in the right-of-way of Hwy. 52 at the northeast corner of the R. J. Harris tract; thence northeasterly crossing Hwy. 52 approximately 425' to a point in the east right-of-way of Hwy. 52; thence southeasterly with the right-of-way of Hwy. 52 approximately 500' to a point at the intersection of the north right-of-way of Hwy. 268 with the east right-of-way of Hwy. 52; thence near north and running with the property line of R. J. Harris approximately 650' to Harris' corner; thence continuing with Harris' property in a northeasterly direction approximately 900' to a point in the center of the creek; thence with the Town of Pilot Mountain and the center of said creek near north approximately 286' to a point at the intersection of said creek and the Town of Pilot Mountain Water Treatment Plant; thence with the Town of Pilot Mountain and Francis M. Stone, N 83°-54'-03" W 777.94' to a marked Hickory, still with Stone, N 4°-42' E 1089'; thence S 86° E 257.94' to a point in the center of the Southern Railway; thence eight courses with the center of the Southern Railway tract, S 43°-06'-35" E 222.17'; S 42°-03'-48" E 100'; S 38°-38'-35" E 100'; S 33°-07'-24" E 100'; S 26°-51'-37" E 100'; S 22°-02'-40" E 100'; S

20°-08' E 203.86'; S 20°-35'-21" E 101.03' to a point in the center of the Southern Railway tract and the north line of the Town of Pilot Mountain; thence with the north line of the Town of Pilot Mountain N 69°-13'-04" E 1125.50' to the southwestern side of a power line right-of-way; thence N 43°-02'-08" W approximately 650' to a point in the southwestern right-of-way of said power line; thence approximately N 60° E approximately 135' crossing said power line to the southwest corner of Trotter Place Subdivision, corner of Lots # 16 and 17; thence with Trotter Place Subdivision N 64°-10' E 543.62' to the northernmost corner of Lot # 13; thence N 29°-04'-58" W 370.92' to the westernmost corner of Lot # 5 in the existing city limit line of the Town of Pilot Mountain; thence S 85°-09'-56" E 635' to a point in the center of Lynchburg Street; thence continuing with the existing city limit line S 09°-40'-01" W 2006.48' to the place of the beginning.

Sec. 2. This act shall become effective June 30, 1983.

In the General Assembly read three times and ratified, this the 23rd day of May, 1983.