

VLR-4/21/87 NRHP-11/3/88

United States Department of the Interior  
National Park Service

For NPS use only

National Register of Historic Places  
Inventory—Nomination Form

received

date entered

See instructions in *How to Complete National Register Forms*  
Type all entries—complete applicable sections

**1 Name**

historic Tankessley Tavern

(DHL File # 81-201)

and/or common Old Bridge

**2. Location**

street & number State Route 631

N/A not for publication

city, town Lexington

vicinity of

state Virginia

code VA

county Rockbridge

code 163

**3. Classification**

Category	Ownership	Status	Present Use
<input type="checkbox"/> district	public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture
<input checked="" type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input type="checkbox"/> commercial
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	educational
<input type="checkbox"/> site	Public Acquisition	Accessible	<input checked="" type="checkbox"/> private residence
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> entertainment
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> government
	N/A	<input type="checkbox"/> no	<input type="checkbox"/> industrial
			<input type="checkbox"/> military
			other:

**4. Owner of Property**

name Henry and Dolores Bausum

703 453-4636

street & number Rt. 7, Box 5 Old Bridge

city, town Lexington

N/A vicinity of

state Virginia 24450

**5. Location of Legal Description**

courthouse, registry of deeds, etc. Rockbridge County Courthouse

street & number Main Street

city, town Lexington

state Virginia

**6. Representation in Existing Surveys**

DIVISION OF HISTORIC LANDMARKS  
title Survey File (81-201) has this property been determined eligible? y e s  no

date 1978, 1987, 1988

federal  state  county  local

depository for survey records 221 Governor Street

city, town Richmond,

state Virginia 23219

## 7. Description

<b>Condition</b>		<b>Check one</b>	<b>Check one</b>
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved date <u>N/A</u>
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed		

Describe the present and original (if known) physical appearance

### Summary Description

Tankersley Tavern, located in Rockbridge County on State Route 631, represents at least three building periods with the oldest section constructed ca. 1835. Built originally as a toll house, the structure is a nine-bay, single-pile, frame building with an exposed basement and a decorative two-level gallery on its main (south) facade. The tavern is located on 2.4 acres of steep hillside along the north bank of the Maury River. The nomination includes five contributing buildings: the main house, a washhouse/kitchen, three frame sheds and a contributing structure, a stone abutment for a bridge; and one non-contributing building.

### Detailed Analysis

#### Exterior:

Tankersley Tavern is a bank-sited, nine-bay, single-pile, frame building with an exposed basement and decorative two-level gallery on its main (south) facade. It represents at least three building periods. Its oldest section is a 30' X 14'7", one-story, four-bay unit that dates ca. 1835. The foundation and walling in the lower level of this unit is brick laid in five-course common bond. The lower level contains two double-hung sash windows with 6/6 lights and simple beaded moldings flanking two four-paneled doors. The window openings have paneled shutters. The upper level also has two double-hung sash 6/6 windows flanking two central doors. The wooden panels of these doors have been replaced by floor-to-ceiling sheets of double-paned insulated glass. The exterior moldings for both doors and windows are composed of a fillet, ovolo, bead and fillet. The windows have louvered shutters. West of the ca. 1835 section is a 12' x 14' 7" cistern/passage unit. It is composed of a coursed limestone foundation and a two-bay upper level where a wood-paneled door with an 8-light top flanks a small 6/6 light double-hung sash window. The moldings are simple three-part bevels. West of this cistern/passage unit is the final section of the tavern; it consists of a three-bay, 1 1/2-story unit that measures 18'6" x 16'1". While this section is clearly later than the ca. 1835 toll house, architectural evidence still suggest a date before 1870 since the structural timbers have vertical saw marks. This section originally rested on wooden butts; these have been reinforced by coursed field stone covered with weatherboard. This final section has a three-bay central door scheme. Two 6/6 double-hung sash windows flank a door with an 8-light top and 3-light transom. The moldings are plain.

(See Continuation Sheet # 1)

## 8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/ humanitarian
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input checked="" type="checkbox"/> transportation
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		

Specific dates ca. 1835 Builder/Architect John Jordan and Samuel F. Jordan

### Statement of Significance (in one paragraph)

#### Statement of Significance

Tankersley Tavern, is historically important as a rare surviving example of buildings associated with the region's transportation from the mid-19th to the mid-20th century. Built ca. 1835 as a toll house (toll gate) at the county end of the bridge crossing from the Valley Turnpike into Lexington, it eventually became a tavern, canal ticket office, general store, post office, and dwelling.

#### Historical Background

Tankersley Tavern, the first toll house in the Shenandoah Valley to be nominated for the National Register, was constructed ca. 1835 by the family of Colonel John Jordan.<sup>1</sup> A descendant of Samuel Jordan who owned the James River plantation "Jordan's Journey", Col. Jordan was born in Goochland in 1777 and moved across the Blue Ridge to Rockbridge County in 1802.<sup>2</sup> Soon after arriving, he bought land overlooking the North (now Maury) River, close by the Valley Turnpike used by settlers going west and south.

In 1809 Jordan, then operating a flour mill by the river, offered to build a bridge into Lexington if he could collect tolls, but the town delayed giving him permission to build the bridge until 1834.<sup>3</sup> Nevertheless, by 1810 he had developed an extensive blacksmith business on his river land which now was known as Jordan's Point; here he manufactured iron pots, tools, ploughshares, and iron-rimmed wagon wheels--all important to settlers on the move.

During the War of 1812, he served in the Virginia militia and became distinguished for bravery.<sup>4</sup> Shortly after returning from the war Jordan built for his wife Lucy and himself a handsome neo-Classical residence, "Stono", that established his reputation as a builder. Jordan went on with his partner Samuel Darst to build the Barracks at V. M. I., Washington Hall at Washington College (now Washington and Lee University), Neriah Baptist Church and several other buildings still standing in the environs of Lexington.<sup>5</sup>

(See Continuation Sheet # 4)

# 9. Major Bibliographical References

See Continuation Sheet #9

# 10. Geographical Data

Acreeage of nominated property 2.04

Quadrangle name Lexington, VA

Quadrangle scale 1:24000

UTM References

A 

1	7	6	3	8	3	6	0	4	1	8	3	8	8	0
Zone			Easting				Northing							

B 

Zone			Easting				Northing							

C 

Zone			Easting				Northing							

D 

Zone			Easting				Northing							

E 

Zone			Easting				Northing							

F 

Zone			Easting				Northing							

G 

Zone			Easting				Northing							

H 

Zone			Easting				Northing							

(See Continuation Sheet #9)

**Verbal boundary description and justification** All of those certain lots of record in the Clerk's Office of the Circuit Court of Rockbridge County, VA in Deed Book 222, Page 256, Known as Tracts #(1), (2), (3), (4) and (5) together with that certain strip including tract #(5-A) along north fork of James R. known as Maury River.

List all states and counties for properties overlapping state or county boundaries

state N/A code county N/A code

state N/A code county N/A code

# 11. Form Prepared By

name/title Henry and Dolores Bausum (Assisted by Pamela Simpson)

organization N/A date February 12, 1987

street & number Rt. 7, Box 5 Old Bridge telephone 703 463-4636

city or town Lexington, state Virginia

# 12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national  state  local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature *G. Bryan Mitchell*

title Director, VA Division of Historic Landmarks date September 30, 1988

For NPS use only  
I hereby certify that this property is included in the National Register  
date

Keeper of the National Register

Attest: date

Chief of Registration

United States Department of the Interior  
National Park Service

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National Register of Historic Places  
Inventory—Nomination Form

TANKERSLEY TAVERN, Rockbridge Co., Virginia

Continuation sheet # 1

Item number 7

Page 1

7. DESCRIPTION -- Architectural Analysis

The major architectural feature of the building is a two-level gallery that stretches across the ca. 1835 section of the facade, comes to an end, and appears again as a nine-foot-long balcony on the ca. 1870 section of the main facade. The gallery/balcony on the exposed basement level is supported by eight chamfered Doric posts and the ceiling joists are beaded. On the main level, the Doric posts with chamfered edges are repeated and are linked by a scroll-cut boarded balustrade. There are decorative brackets along the cornice.

The east elevation of the ca. 1835 section has on the lower level two large 8/12 light double-hung sash windows with plain modern trim. They each measure 65" in height by 44" in width. On the upper level above them is one 8/8 double-hung sash window with plain moldings. The west elevation is exposed on only the upper level. On this level is a random bonded brick chimney as well as one 8/8 double-hung sash window. Above on the loft level is an identical 8/8 double-hung sash window.

The whole of the building is set into a steep limestone embankment, thus the upper level of the main (south) facade becomes the ground level of the rear (north) elevation. A one-story lean-to addition runs across the rear facade of the ca. 1835 section; this addition contains a sky light over the eastern-most portion and a series of three unmulioned glass windows side by side. The lean-to foundation is coursed field-stone on the east elevation and incorporates the natural limestone bank along the west. On the rear elevation of the cistern/passage section is a modern screened-in porch with cross-mullioned French doors leading to the interior. On the rear elevation of the taller, 1 1/2-story section are three bays: a 6/6 double-hung sash window and a smaller 4/4 double-hung sash window flanking a modern Dutch door with a 4-light top. Above on the loft area are two 6/6 double-hung sash windows and a smaller 4/4 window identical to the one below it.

There is a simple gable, standing-seam tin roof over the one-story and 1 1/2-story sections. The ca. 1835 building has a common rafter system nailed to a ridge board indicating a post 1870 date. Some of the rafters are vertically sawn, however, and may have been reused when the older roof was replaced. The loft of the 1 1/2-story western section is ceiled over, preventing rafter inspection.

(See Continuation Sheet #2)

United States Department of the Interior  
National Park Service

**National Register of Historic Places  
Inventory—Nomination Form**

TANKERSLEY TAVERN, Rockbridge Co., Virginia

For NPS use only

received

date entered

Continuation sheet # 2

Item number 7

Page 2

7. DESCRIPTION -- Architectural Analysis

Interior:

The interior arrangement of the ca. 1835 toll house was originally a two-room plan on both upper and lower levels with the lower rooms serving as toll house for the nearby bridge and the upper rooms serving as a dwelling for the toll house keeper. By the 1870s the east room of the lower level had become a tavern; old photographs show a long, wooden counter stretched across the north side of the bar room. A ticket office for river canal boats had opened in the west room. A board partition that separated the two lower rooms was removed along with the bar counter in the 1950s. The present owners have replaced the rotting remains of a wooden floor with flagstones and cleaned remaining plaster off the brick walls. No original woodwork remains except a board and batten door that leads to a storage area under the lean-to, and window moldings along the south wall. There is an open brick fireplace on the west wall, but no mantel survives. In the cistern/passage unit on the lower level, the present owners created access from the basement to the upper level. A stairway now curves along the three-course common bond brick wall interior of a cistern that was constructed in the mid-19th century beneath a side porch on the west elevation of the ca. 1835 toll house.

The ca. 1870 section of the building has one unfinished room on the exposed basement level. Here wooden butts, stone infill and limestone bank are all visible except on the south where they are covered by vertical barn siding. The sills are hewn and the joists are vertically sawn. The room perhaps served as a storeroom for the tavern since there are iron bars on the southwest window. The south board and batten door was originally the only entrance to this room; the present owners have opened a passage in the east wall to connect the unfinished room with the cistern/passage unit and they have added a 6/6 window to balance the three-bay facade of the main level.

The interior of the main level of the ca. 1835 section is a two-room plan with a single, beaded-board partition that has been plastered over. A boxed stairway on the southeast corner of the wall leads to the unfinished attic. The door frames and 6/6 windows on the south have simple, three-part, beveled moldings; the two exterior doors have been replaced with floor-to-ceiling sheets of unmulioned glass. The interior doors are all

(See Continuation Sheet #3)

**United States Department of the Interior  
National Park Service**

**National Register of Historic Places  
Inventory—Nomination Form**

TANKERSLEY TAVERN, Rockbridge Co., Virginia

Continuation sheet # 3

Item number 7

Page 3

For NPS use only

received

date entered

7. DESCRIPTION -- Architectural Analysis

board and batten. The walls and ceiling are plastered and there is an open fireplace on the west wall that has a built-in iron lintel. No mantel remains. The rear, north lean-to has been renovated into a small bedroom, closet/passage area and modern bath. The cistern/passage unit at this upper level was originally a side porch on the west elevation of the ca. 1835 house. The remains of Doric, chamfered posts are visible on the rear, north side of the passage. The area now gives interior access between the one-story eastern section and the 1 1/2-story western section.

The interior of the 1 1/2-story section is also divided into two rooms with a plaster and lath partition. A boxed stair in the northeast corner serves the loft area. A picture rail with beaded edges runs along all of the walls of both of these rooms. The moldings for the doors and windows are a complicated fillet, ovolo, plane, bead fillet, bead. The west room is now a kitchen and has a chair rail on the west and north walls. The balcony portion of the gallery (accessible off the larger, east room) has been recently glassed in.

The loft area is ceiled and finished with a modern bath in the west corner. Two small casement windows on the east wall offer a view of the one-story section roof. A dormer on the north side offers added headroom.

Setting:

A bricked terrace pathway on the north, rear exterior of the tavern leads to a set of brick steps on the east. These lead down to the ground, basement level. Immediately north of the 1 1/2-story section is a structure that may have been a separate kitchen or wash house. It has a fieldstone wall on the west and natural outcropping on the north; it no longer has walls on east and south. A corner post here supports the nailed common rafter roof. The plates and rafters are a mixture of reused timber most of which is vertically sawn. In the northeast corner is a large brick chimney and fireplace that was probably added in the early 20th century. Additionally, there are three frame sheds to the northeast and northwest of the kitchen/washhouse. They all date to the 19th or early 20th century. An office-studio built in 1978 is a non-contributing building.

(See Continuation Sheet # 4)

**United States Department of the Interior  
National Park Service**

**National Register of Historic Places  
Inventory—Nomination Form**

TANKERSLEY TAVERN, Rockbridge Co., Virginia

For NPS use only  
received  
date entered

Continuation sheet # 4

Item number 7, 8

Page 4, 1

7. DESCRIPTION -- Architectural Analysis

The tavern is sited on 2.4 acres of steep hillside that slopes from north to south along the north bank of the Maury River. Several trees from the 19th century remain on the slope. The site is bisected by State Route 631, the original Valley Turnpike which at this point crossed a covered bridge that connected the area known as "East Lexington" or "Levesia" with Lexington itself and connected Lexington with Staunton and points North. The bridge was torn down in 1943, but its stone abutment on the north bank of the river survives and is a contributing structure within the bounds of this nominated property.

8. SIGNIFICANCE -- Historical Background

Beginning in 1824, Jordan became active in the effort to connect the west with the Atlantic. He constructed a bateau canal around Balcony Falls on the James River; he also developed the earliest principal roads from Rockbridge County across the Blue Ridge and Allegheny Mountains. By the 1830s, his second son Samuel Francis had joined him in business. Ultimately, the Jordan family owned and operated twelve furnaces and a number of forges in Allegheny, Bath, Amherst, Louisa, Botetourt and Rockbridge counties.<sup>6</sup>

Father and son were neighbors as well as partners in business, John having built Samuel Francis a house (now the V.M.I. Infirmary) near "Stono" on a hilltop overlooking Jordan's Point. The family had developed the Point as a commercial area with a grist mill, sawmill, foundry and forge.

Long before the Jordans developed the Point and even before the first pioneers began to settle the area in the 1720s, Indians had forded the river at what became known in the 19th century as Jordan's Point. After an early settler, Gilbert Campbell, acquired the river land, the old Indian ford was referred to in records as Campbell's ford. After John Jordan received permission in 1834 to build a toll bridge across the river, Jordan's bridge (as it was called) was constructed a few yards up river from Campbell's ford, giving travellers safe access to the Valley Turnpike. Tolls were collected at the north end of the bridge at a toll house (now Tankersley Tavern) built by the Jordans ca. 1835 alongside the turnpike.

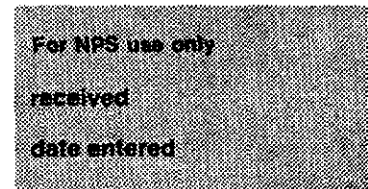
Tolls in Virginia at this time were customarily collected from travellers using both private and tax-supported roads and

(See Continuation Sheet # 5)



**United States Department of the Interior  
National Park Service**

**National Register of Historic Places  
Inventory—Nomination Form**



TANKERSLEY TAVERN, Rockbridge Co., Virginia

Continuation sheet # 5

Item number 8

Page 2

bridges. The tolls were collected by gatekeepers who were usually furnished a house which would be designated a gate. Frequently gatekeepers operated a tavern in connection with the tollgate.<sup>7</sup> Thus, the Jordans followed traditional practice in building a toll house at the bridge; however, perhaps John's high standards as a builder constrained them to build a toll house of more than ordinary attractiveness and durability. Perhaps also Jordan was pleased to see from his hilltop mansion, "Stono", the attractive toll house across the river from his bustling enterprises at Jordan's Point.

Notwithstanding the new bridge at Jordan's Point, numbers of travellers continued to avail themselves of free passage across the river by way of Campbell's ford. Consequently, John Jordan and his son Benjamin sought and obtained permission from the County Court in 1845 to close the ford on condition that they keep the covered bridge in repair and reduce the tolls to agreed-upon fees. The County Court document concludes, "All citizens of Rockbridge shall at all times have free passage over said Bridge."<sup>8</sup>

Union troops came to the area in June 1864 under General David Hunter's command; they came determined to retaliate against Rebel supporters of the V. M. I. cadets who had fought victoriously against Union forces at New Market. In preparation for General Hunter's arrival, cadets were ordered to fill Jordan's bridge with hay and set the bridge aflame as Hunter approached Lexington. The charred bridge failed to stop Hunter's troops from crossing the river on a pontoon bridge and burning the V.M.I. Barracks. Union troops took no revenge, however, against the toll house even though they fired cannon at V.M.I. buildings from the hilltop above the tollgate.<sup>9</sup> The hilltop more than a century later is still known as Hunter Hill.

The toll house in 1864 was no longer owned by the Jordans; it had been sold, perhaps in the late 1840s after the bridge was destroyed by a flood, to Samuel McDowell Reid, Clerk of the County Court from 1831 to 1858. Reid, in turn, had sold the tollgate property to James Campbell in 1853, one year before John Jordan's death. Samuel Francis died in 1872; both he and his father are buried in Stonewall Jackson Memorial Cemetery in Lexington.

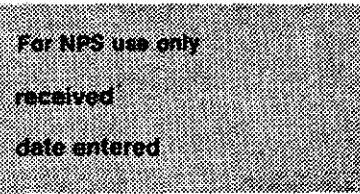
The 1870s were a decade of change for the Jordan bridge and the toll house. The covered bridge, replaced after the war, was

(See Continuation Sheet # 6)

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Inventory—Nomination Form

TANKERSLEY TAVERN, Rockbridge Co., Virginia



Continuation sheet # 6

Item number 8

Page 3

8. SIGNIFICANCE -- Historical Background

twice destroyed by floods in the 1870s. In 1879 John Wood rebuilt the bridge on higher stone abutments which remain in fair condition.<sup>10</sup> The toll house, meanwhile, was sold by James Campbell to William H. Netz in 1872; it now served as a ticket office and tavern for passengers arriving in Lexington on boats by way of the James River canal system. The tavern on the Maury River became "a favorite spot for refreshment among salesmen and travellers on the canal packet boats which moored at nearby docks" after the long, slow trip from Lynchburg.<sup>11</sup>

The Tankersley family bought the tavern from Netz in 1886, and Tankersley Tavern acquired its historic name from two enterprising bachelor brothers, Benton and Frank Tankersley, and their maiden sister, Annie.

Ironically, 14 years after the Tankersleys purchased the tavern, Rockbridge County voted dry. For four decades after the June night in 1900 when Benton Tankersley locked the door that led through the 18-inch brick wall into the adjoining general store, Tankersley's bar was kept unchanged, down to a dusty bowler hat left behind on a peg by one of the last customers.<sup>12</sup>

Despite the locked door, or perhaps because of it, Tankersley Tavern and its environs remained the community center of East Lexington for more than half a century, serving variously as post office, country store, and gathering place for local citizens as well as travellers passing on the Valley Turnpike. The present owners of this property continue to pay a small annual tax on the "Tankersley stable and tin shop" (now gone) and "Tankersley orchard" (now consisting of one June apple tree and a few decaying pear trees). Shoemolds from a shoeshop located here have also been unearthed in recent years, and surviving evidence of Tankersley whiskey labels suggest that persons distant from East Lexington may have refreshed themselves on Tankersley Tavern rye.<sup>13</sup>

Many area residents still have memories of the Tankersley Tavern period. One such recollection is of a less than sober citizen who left the tavern and headed into Lexington on a dark night, unmindful that the bridge was out. His cries of distress brought rescuers who pulled him safely from the river. A genteel woman recalls being taken as a child by her father, a

(See Continuation Sheet # 7)

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Inventory—Nomination Form

For NPS use only  
received  
date entered

TANKERSLEY TAVERN, Rockbridge Co., Virginia  
Continuation sheet # 7                      Item number 8

Page 4

8. SIGNIFICANCE -- Historical Background

local judge, for a brief glimpse inside Tankersley Tavern to see for herself this colorful establishment. Others recall the political savvy of the Tankersley brothers, one of whom registered as Republican while the other registered as Democrat so that one of them would serve as East Lexington postmaster regardless of which political party occupied the White House.

Benton Tankersley, as owner of the property on which the northern stone abutment for the 1879 covered bridge was located, cooperated with a local group which organized in 1935 to preserve the wooden bridge after a cement bridge opened some hundred yards down river. By forming a local branch of the newly organized Association for the Preservation of Virginia Antiquities, the Rockbridge group obtained the State Highway Commission's permission to preserve the covered bridge. A year later the group sold the 24 steel beams which had been the bridge supports, thinking that without heavy traffic the bridge would remain secure while the approximate \$300 revenue gained from the sale could be used on other local preservation projects.<sup>14</sup> That same year, 1936, a flood occurred, and the local newspaper reported: "Frank Tankersley estimated the flood at 20 feet, saying it was the highest since 1877 and two feet higher than in 1924."<sup>15</sup>

Seven years later, in October 1943, the Lexington town council condemned the bridge as a danger to the traveling public. That same month the local chapter of the A. P. V. A. voted to have the bridge removed and the bridge was quietly dismantled.<sup>16</sup> Benton Tankersley had died three years earlier, in 1940; Frank remained at the tavern until his death in 1949. The brothers' maiden sister Annie owned the property along the Maury River until 1954 when she sold it to owners who began converting the old tavern into a private residence. Present owners of the toll house/tavern are Dolores and Henry Bausum.

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ENDNOTES

<sup>1</sup>Royster Lyle and Pamela Simpson, The Architecture of Historic Lexington, pp. 118-20.

<sup>2</sup>Harrington Waddell, "Colonel John Jordan," a paper read to the Fortnightly Club in Lexington and Published soon afterwards in the Rockbridge County News, April 14, 1938, p. 6.

(See Continuation Sheet # 8)

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Inventory—Nomination Form

For NPS use only
received
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TANKERSLEY TAVERN, Rockbridge Co., Virginia

Continuation sheet # 8

Item number 8

Page 5

8. SIGNIFICANCE -- Historical Background

<sup>3</sup>Oren F. Morton, History of Rockbridge County, p. 164.

<sup>4</sup>Waddell, op. cit. p. 2.

<sup>5</sup>Winifred Hadsel, The Streets of Lexington. p. 67.

<sup>6</sup>Waddell, op. cit., p. 1.

<sup>7</sup>Robert F. Hunter, "The Turnpike Movement in Virginia, 1816-1860," unpublished Ph. D. Thesis, Columbia University, 1956, p. 61.

<sup>8</sup>Rockbridge County Deed Book Y, pp. 317-18.

<sup>9</sup>Lyle and Simpson, op. cit. pp. 34-35.

<sup>10</sup>VA-567 Historic American Buildings Survey, Virginia Catalogue, 1976, p. 146.

<sup>11</sup>"Tankersley's Bar Went Out of Circulation When Rockbridge Took the Pledge," The Roanoke Times, July 14, 1946; reprinted in The Lexington Gazette, July 17, 1946, p. 4.

<sup>12</sup>Ibid.

<sup>13</sup>See Appendix # 1 for xerox copies of labels on record in the Tankersley file in Washington and Lee University archives.

<sup>14</sup>This account is based on letters in the Covered Bridge file in Washington and Lee University archives.

<sup>15</sup>"History of Floods in County Recapped," The News-Gazette, January 8, 1986, Section B, p. 2.

<sup>16</sup>"Old Bridge Condemned as Hazard," Rockbridge County News, October 14, 1943, p. 1; and "Old Covered Bridge Must Come Down," Rockbridge County News, October 21, 1943, p. 2.

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Inventory—Nomination Form

For NPS use only
received
Date entered

TANKERSLEY TAVERN, Rockbridge Co., Virginia

Continuation sheet # 9

Item number 9, 10

Page 1 2

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Morton, Oren. A History of Rockbridge County, Virginia. Staunton: McClure Co., 1920.

Virginia Historic Landmarks Commission. Historic American Buildings Survey, Virginia Catalogue. Charlottesville: University of Virginia Press, 1976.

Unpublished Works:

Hunter, Robert F. "The Turnpike Movement in Virginia, 1816-1860." Ph.D. Thesis. Columbia University, 1956.

Archives:

University Library, Washington and Lee University, Lexington, Virginia.

Other Sources:

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"Old Bridge Condemned as Hazard," Rockbridge County News, October 14, 1943.

"Old Covered Bridge Must Come Down," Rockbridge County News, October 21, 1943.

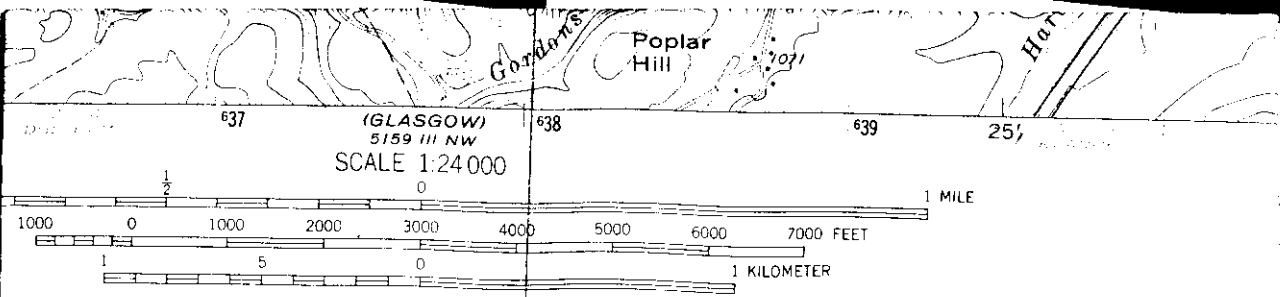
Rockbridge County Deed Book Y. February 4, 1845, pp. 317-18.

Sensabaugh, Deborah. "History of Floods in County Recapped," The News-Gazette, January 8, 1986.

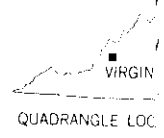
Waddell, Harrington. "Colonel John Jordan" (paper presented to Fortnightly Club, Lexington, Virginia); Rockbridge County News, April 14, 1938.

10. Geographical Data -Justification

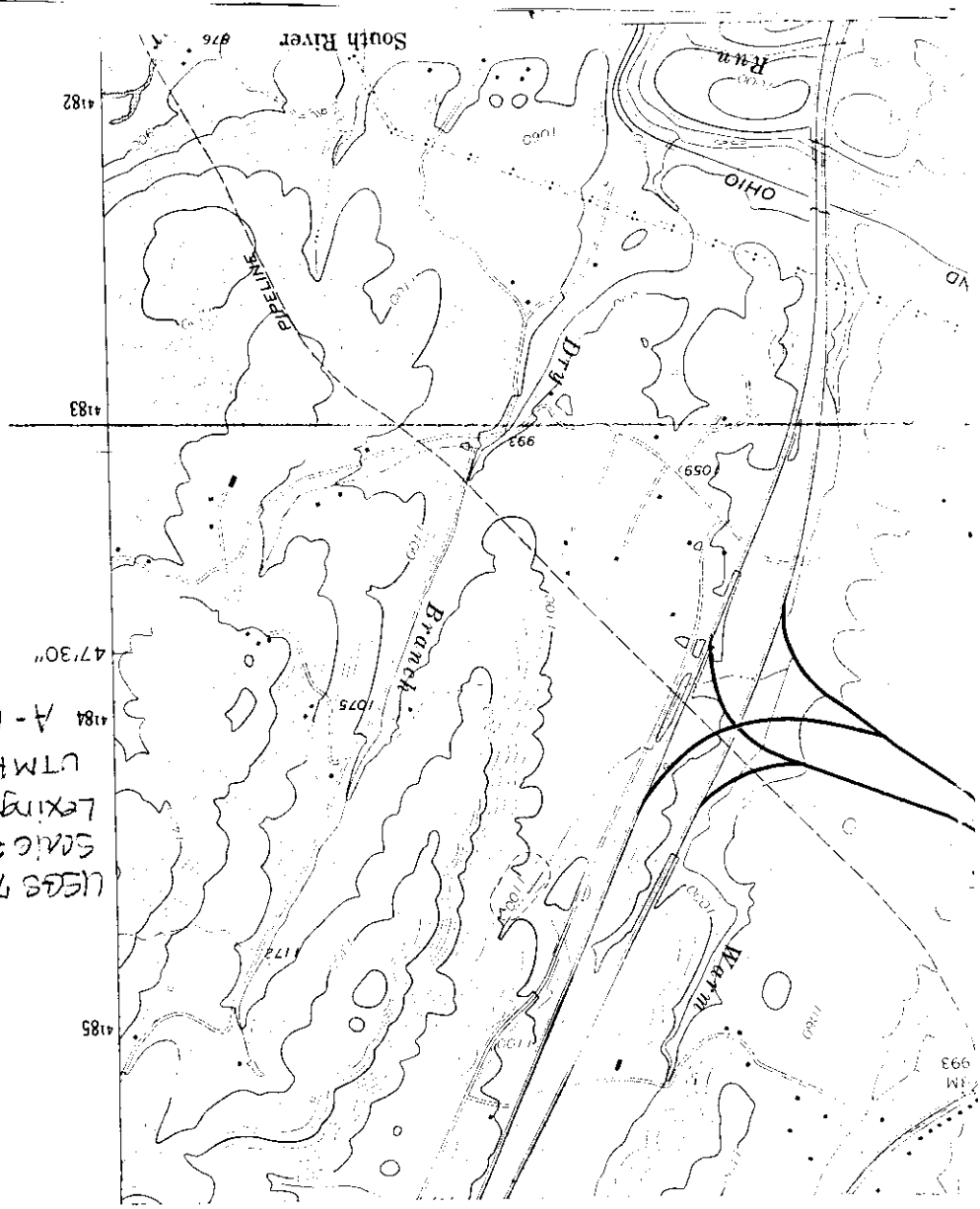
The bounds have been drawn to include the house, four contributing outbuildings, a contributing structure, and one noncontributing building.



CONTOUR INTERVAL 20 FEET  
 NATIONAL GEODETIC VERTICAL DATUM OF 1929



THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS  
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USGS 7.5' quadrangle  
 Scale: 1:24,000  
 Lexington, VA (PR 1475)  
 UTM Reference:  
 A-17/528360/418330

