

**Route 66 Association of Illinois  
Hall of Fame Banquet & Induction Ceremony  
Saturday, June 11, 2011  
Lincoln College**

**Hall of Fame Inductees**

Boyd's Place, Odell, IL  
Leo Bornder (Posthumous), Lexington, IL

Master of Ceremonies — Johnny Miller, Hall of Fame Committee Chairman

Presentation of Colors & Pledge of Allegiance

Welcome — Cathie Stevanovich, President

Introduction of Officers, Board Members, Hall of Fame and Motor Tour Committees

Guest Speaker —Keith Snyder, Mayor

Fellowship of the Meal — Cathie Stevanovich

Special Recognition — Jerry Law & John Miller

Hall of Fame — Johnny Miller & Cathie Stevanovich

Moment of Silence & Respect

Roll Call of Hall of Fame Members

Presentation of New Hall of Fame Members

Leo Bornder (Posthumous), Lexington, IL  
Boyd's Place, Odell, IL

Raffle — Bob Killackey, Vice-president and Loretta Killackey, Secretary

Final Announcements — Cathie Stevanovich

**The Route 66 Association of Illinois wishes to thank all supporters of Route 66 in Illinois!**

The Route 66 Association of Illinois was founded in 1989. Our purpose is to preserve, promote, educate and enjoy Route 66 in Illinois. The Route 66 Association Hall of Fame Museum is located at 110 W. Howard St. in Pontiac, IL. The museum is possible by the generosity of the City of Pontiac and the hard work of the association Museum Committee, and the many volunteers who dedicate their time at the museum.

## Hall of Fame 2011 Inductees

### Leo Bornder

Leo Bornder who was a lifelong resident of Lexington, IL had a life changing opportunity come his way in 1948. At the time he was operating a small Standard Oil station on Main Street in Lexington. Two local business partners, Austman and Finks offered Leo the lease on a Standard Station on two-lane Route 66. It was located at the southwest corner of Main and Route 66. The station offered multiple pump islands, a large service bay, large enough to handle trucks and a large attic area for lots of tire storage. There was also an attached restaurant leased by another family. Leo found operating this full service station on a major highway quite different from having a station on the main street in town. Also the additional shop work, from the route 66 travelers kept him quite busy.

During the early morning on Thanksgiving Day 1960 the station was destroyed by fire. The station and the restaurant were rebuilt in the spring but Leo operated the station that winter with a temporary office and restrooms in the front of the existing pumps. It was amazing to watch customers attempt to enter the remains of the old building to look for the restrooms.

With the new station in place, Leo was able to resume his full service double island business. He also provided complete oil, filters and grease service. Residents could simply call for a service job. We would pick up the vehicle at their home, service and return their vehicle and send them a bill by mail. Any daily customer charges were simply written on the credit sheet on the desk in the office.

Small time life proved itself at Leo's station. Older 'loafers' would sit on old school bus seats in front of the 'lube' bay on warm summer days to 'people' watch. The most famous customer that came into the station was Ernie Banks.

Time moved on, 32.9 for regular gas moved on, as did Route 66. Interstate 55 opened on a Saturday in 1977. I was carrying mail in Lexington that day. Leo Bornder was my Father. As I carried the west side of town on the 'original' two-lane Route 66, I looked across the, "four-lane" to see my father's truck as the only vehicle at the station, no cars on route 66. I got goose bumps. How was Dad going to make it? He soon found regular local customers driving by to get self-serve in Bloomington. He solved this by going 'self serve'. But then he let steady customers know they could get full serve at self serve price at the inside set of pumps. This along with oil change and tire service allowed Leo to stay in business until 1989.

1948 to 1989 - Forty-one years on Route 66, 2 lanes to 4 lanes, full service to self service and the change in fuel prices. Just think of all this and the many people whose lives he crossed in those 41 years on Route 66.

### Boyd's Place

Boyd's Place was nestled along Route 66 in Odell Illinois from 1925 until the late 1930's. Open seven days a week, it was a cozy, family-owned and operated lunch stand known for its hot sandwiches and fresh, homemade fruit pies.

In 1905, Boyd Seth Fairchild moved to Odell with his wife, Catherine Trecker Fairchild and their two children, Eugene and La Rue. They purchased a home, where they remained until 1948. Boyd was a plasterer and painter by trade, but by the mid-1920's, he had found it difficult to provide for his family, which had grown to include seven children.

In 1925, Boyd and his brother, Roy, decided to take their meager savings and build a small lunch stand, called "Boyd's Place." They offered a simple lunch menu- hot beef sandwiches, barbeque sandwiches (which were especially popular among the locals), ham and cheese sandwiches, hot dogs, fresh fruit pies, milk and coffee. The hot sandwiches were made daily by Catherine and her four daughters. They also baked the fresh pies at home and topped them with Allen's Ice Cream, which was made nearby in Pontiac. There was ample room at the small lunch stand- 10 seats at the counter, plus picnic- style seating outside.

When U.S. Route 4 became U.S. Route 66 in 1926, Boyd's Place was a convenient and popular lunch stop for buses traveling between Chicago and St. Louis, even those not originally scheduled to stop there. The lunch stand brought comfort to its patrons with its cozy ambience and homemade food, all prepared in the kitchen of the Fairchild home. Boyd's Place provided a comfortable location for Route 66 travelers and locals and a living for the Fairchild family through The Great Depression and into the late 1930's.

Not only did Boyd operate a busy lunch stand, he was a Good Samaritan, too. He saved John Stonecipher, who owned a gas station across the highway from Boyd's Place, from being robbed one night in the late '30s. Boyd was serving two men some sandwiches and overheard them discussing a plan to hold up John's gas station after they finished eating. Boyd snuck out the back door, quickly explained the situation to John and told him to close up early. Of course, John followed Boyd's advice and avoided the robbery.