



HIGHWAY NEWS



Wills Transfer Limited: Serving the Trucking Industry for 75 Years

TFC Global

October 2020

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A Word from Our President

Abraham Lincoln was once credited with making the following statement: "When a great democracy is destroyed, it will not be because of enemies from without, but rather because of enemies from within." Although he did not actually say it, it still holds true. The truth of this statement is becoming terrifyingly clear as we see this country each day losing on every front. In the "Lyceum Address" Lincoln warned his audience about rising divisions and tensions within American society, in particular over the issues of slavery and abolition. He encouraged them to reaffirm their commitment to the rule of law and reject factional conflict and violence.

There is no question that there is pain and intense suffering in this world. Some of it is explained by selfish, hateful actions on the part of others. Some of it defies an explanation in this life. But God offers us Himself. God gives us the knowledge that He has endured also and is aware of our pain and needs. Jesus said to his disciples, "Peace I leave with you; my peace I give to you; not as the world gives do I give to you. Let not your hearts be troubled, neither let them be afraid" (John 14:27).

There is ample reason to be afraid and troubled, but God can give us His peace, which is greater than the problem before us. He is after all, God, the Creator. The One who has always existed. The One who created a universe on the backstroke.

Yet even in His power, He's also the one who knows us intimately, even the smallest, insignificant details. And if we will trust Him with our lives, relying on Him, though we encounter difficulties, He will hold us securely.

Jesus said, "These things I have spoken to you, so that in me you may have peace. In the world you have tribulation, but take courage; I have overcome the world" (John 16:33). He went through our ultimate threat, death, and overcame it. He can take us through the difficult circumstances of this life and then bring us into eternal life, if we will trust Him.

We can go through this life either with God or without Him.

Jesus prayed, "O righteous Father, although the world has not known you, yet I have known you; and these have known that you sent me; and I have made your name known to them, and will make it known, so that the love with which you loved me may be in them, and I in them" (John 17:25).

You might find yourself asking, "Why is life so hard?" Without God, humanity is easily drawn into hatred, racism, sexual abuse and murdering each other.

Brothers and sisters in Christ, it is time for us as children of God to rise up and put our faith into action. No, I am not calling for a rebellion—that only makes us like the world. I am referring to the idea that there is no better time or greater need than for God's children to come together and start getting on their knees in prayer. It is time for God's children, both men and women, who have lived in compromise with the world to clear away the cloud of ignorance that has allowed this to happen and "Prove yourself doers of the Word and not merely hearers who delude yourself" (James 1:22).

Jesus said, "I came that you might have life, and have it more abundantly" (John 10:10).

If you do not know Jesus Christ as your Savior then this is the day that you need to ask Him to forgive you of your sins and ask Jesus to take charge over your life. With the way the world is falling deeper into the darkness you may not have another chance should Jesus Christ suddenly return.

To find out how you can begin to have a relationship with God, please call us at 717.426.9977 or email us at info@tfcglobal.org.

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On the Cover: Two of Wills Transfer Limited KWs. See story on page 8.



Legacy of Faith

*A word from Joanna Maart,
Director of Communications*

"How are you doing?" is the phrase often used when greeting people. If I had to answer that question today, I would say that "I am dogged." Dogged is by definition "having or showing tenacity and grim persistence." Pursuing methods of communication to

both encourage our trucking community as well as engage our partners in ministry with persistence is my daily goal.

Dogged also reminds me of the facial expression on the guys in the Strongest Man Competition. When they are trying to pull some large weight or vehicle, they have their eyes fixed on the finish line with dogged determination. When they start pulling the weight, they are moving so very slowly. After they get started, their progress is more measured and quicker, but their doggedness does not change.

What about you? What is the thing you are working toward with dogged persistence? Are you growing in your faith with the same determination that you use to keep up with what is going on in your family or on social media? Our pursuit of building God's kingdom on earth needs to have this attitude of pursuit....slow and steady...dogged.

At TFC Global, our direction toward the evangelization, education and equipping of our trucking community and their families needs to have this determination, too. Would you help us? Would you partner with us in prayer or financially to keep that pursuit continuing to grow in speed and influence? Would you join us as a volunteer in meeting the many needs we have at our office? If you would like more information on how to support our ministry email us at info@tfcglobal.org or call 717-426-9977. We look forward to meeting you.

HIGHWAY NATIONAL EVENTS & NEWS

As Trucking's Tent Grows, Operators Pursue 'Education And Ownership' Trucking offers unique opportunities at entrepreneurship and independence hard to find in other careers — making it increasingly attractive for those of all backgrounds. Two owner-operators, Sharron Lambert and Sharae Moore, discuss what drew them to become truckers and how they see the industry changing. *August 10, 2020*

Trucking Law: When Helping At Accident Scene Can Actually Hurt You If you are in an accident, always keep in mind your own legal protection. Part of that is being careful what you volunteer at the scene. *August 12, 2020*

How Hard Were Owner-Operators Hit in Pandemic's Early Months? PIB Session Details 2020 Miles and Income Just how bad did things get for owner-operators as the coronavirus pandemic sent the nation's economy into lockdown? Tune in to the opening session of Overdrive's GATS Week to find out what happened from April through June, when trucking suffered some of its worst economic setbacks. *August 11, 2020*

Partners In Business Tip: Analyze Your Oil Getting an engine oil analysis is a great way to determine engine wear problems before they cause too much damage. *August 12, 2020*

Full articles are available online at www.overdriveonline.com. All news blurbs are used with permission and are part of the Overdrive electronic newsletter available for free at www.overdriveonline.com.

Do Life's Journey by God's Map, Not Your Own - Part 1

Bob Keiderling is Northeast District Manager of TFC Global and also serves on the Frystown FaithLife Center. He attended TFC Global's Chaplaincy Training Institute this past June and brings his extensive Celebrate Recovery experience to us for our use in helping drivers and their families.

“For my thoughts are not your thoughts, neither are your ways my ways,” declares the LORD. ‘As the heavens are higher than the earth, so are my ways higher than your ways and my thoughts than your thoughts’” (Isaiah 55:8-9).

God has a journey mapped out for us, but many times (if not most of the time) we can only read His map when we look back. That was my experience.

My twenty-plus years spent on the road searching for pickups and deliveries was done the hard way. We had no GPS, Waze, or Google Maps, only paper maps. Hagstrom maps of every county along with a *Rand McNally Road Atlas* and directions on a napkin from a fellow driver was what I used.

I first stepped inside the cab of a truck in the summer of 1968, working summers as a helper delivering eggs to stores in New York and New Jersey. I loved the freedom and traveling, so by my 18th birthday I walked away from finishing high school to pursue a paycheck and the open road. It was also during this time that I wrestled with God and church legalism.

For thirteen years I hauled eggs, LTL freight and furniture on the East Coast and the Midwest. During that time, I married an amazing woman, had three children, and got caught up in addiction. Driving went from an escape to a way to run from responsibility. I was finally brought to my knees on January 10, 1990. I had lost my family and my job. God had brought me to the end of myself. The rooms of AA saved my life. That day marked my last drink and drug.

Over the next ten years God kept calling me back to Him and the local church. The death of my 34-year-old brother in a fire in 1993 was a seminal point in my faith journey. I accompanied my wife to church and recommitted my life to Christ. That was when my wife got the husband she always wanted and my kids got the father they always needed.



My life was slowly being changed through the church's men's ministry, and I became more involved in leadership. That's when I felt God calling me to take a greater role in the lives of men. In the fall of 1999, a group of men in the Lehigh Valley came together with the vision to bring men the Gospel and help them grow in their faith. The group, Lehigh Valley Men of Faith, decided to host a men's conference in November of 2000. I got a cell phone to call pastors while on the road to invite them and their men. Two months before the conference, I remember thinking that if I got hurt at work and was out for a week or two, I could get a lot done in hosting this event. This was prophetic. On October 2, I hurt my back and left hip unloading my trailer. Over the years I had suffered typical injuries for the line of work I was in, but this was different. I could not climb back in the cab. So I was able to get fully involved in the planning of the conference.

Eighty-six churches were represented at the men's conference a month later. Pastors and leaders wanted to know what was next. There were no plans for follow up, but I had time on my hands because the more I tried to get back in the truck, the worse I got physically. I did not know it then, but I would never drive professionally again.

Next month: Learn how the Lord directed Bob right back into the world of trucking, but now as a chaplain.

~ Overseas Ministries Update: Zambia ~

— By Chaplain David Phiri, reporting from Zambia —

In the midst of the pandemic, ministry continues at our locations in Brazil, Russia, Tanzania and Zambia; in some ways, more doors of opportunity have opened up because of it—as shown by this report from Chaplain David Phiri. Praise the Lord with us for how His Spirit is working!

Because of testing for COVID-19, daily long queues of trucks on the Lusaka Road are stretching from the border and past our mission center—about seven kilometers. As a result I have had abundant opportunity to distribute the *Highway News* and to speak to the truck drivers. This was risky at times, because I had to stand by their trucks to talk to them. The queue was on the extreme edge of the road, and there was barely enough space left in the same lane for the other vehicles traveling in the same direction to pass without being forced to cut into the coming traffic. That meant I would be standing by the trucks with traffic right behind me.

The other problem was that the queue kept on moving after short stops, which made it difficult to have the attention of the drivers. But now and again the queue would

stop moving for quite a while, giving me a break to minister properly. During such a break I came across four Mozambican drivers who grouped themselves outside one truck. It was a tense encounter at first because they thought I was a government inspector verifying COVID protocols,

but after introducing myself and handing them the magazine they relaxed. I had a good opportunity to share the gospel with them, walking them through the salvation message found in the ABCs on the back of the *Highway News*. After hearing the gospel all four drivers—Gabriela, Henriques, Paulos and Mariano—accepted Jesus.

I then continued on and met Lucas (in blue-striped T-shirt) and Nherera (white cap and khaki shirt in photo above). When I offered them the *Highway News* after



introducing myself, only Lucas gladly received a copy, while Nherera rudely placed one hand in his pocket and with the other he pulled out his cellphone and began to browse the screen in open scorn of me. So I talked to Lucas. I began by assuring him that Jesus knew the dangers that truck drivers face in this COVID-19 pandemic because of their job. I told him that God had blessed him with a trucking job so he could transport provisions to the people, that he was one of God's messengers. Then I added, "But your work takes you even to the hottest COVID-19 areas, like South Africa, and although you take the advised precautions, your ultimate protection comes from God. Think about the danger you pose to your family because of your work! You need Jesus to protect you and your family. But first you need to know Him and have a personal relationship with Him. Your faith in Him can save your family also." I concluded, mentioning Acts 16:30-31.

As I preached to Lucas, I was inwardly praying for Nherera to receive the message as well. God answered my prayer; when I asked Lucas if he was ready to receive Jesus, Nherera asked me for a copy of the magazine. Somewhere along my preaching the Holy Spirit convicted him. When I asked again if they were ready to receive Jesus, both Lucas and Nherera readily agreed and I led them to Jesus in prayer. As I was leaving, they thanked me for coming to them and thanked God for raising up servants like me who had such love for truck drivers. What a sweet and rewarding word to end the day!

DID YOU KNOW THAT MOST DEATHS INVOLVING TRUCK DRIVERS WERE CAUSED BY DRIVERS WITH A BLOOD ALCOHOL LEVEL OVER TWICE THE LEGAL LIMIT OF .08%? OVER 10,000 DRIVERS WERE KILLED DUE TO ALCOHOL ABUSE WHILE DRIVING IN THE PAST YEAR.



John 4:35 says, "Do you not say, 'Behold, I say to you, lift up your eyes and look at the fields, for they are already white for harvest!'" At TFC Global, there is a great opportunity to meet the need of providing care and compassion to the trucking industry. Our national ministry is ready to provide training and match our opportunity with your God-given willingness to serve our nation's drivers. They need people who will listen and walk beside them in fighting the temptations of an isolating life on the road. Do you see yourself as called by God to meet this urgent need? Visit our website at www.TFCGlobal.org and reach out by email at info@tfcglobal.org.



WILLS TRANSFER LIMITED: SERVING THE TRUCKING INDUSTRY FOR 75 YEARS



What is the secret behind the success of a family-owned company that is celebrating its 75th anniversary this year? A commitment to providing superior level of service to its customers? A dedication to the success and well-being of its employees? A vision to benefit its community and assist the needy beyond its borders?

In the case of Wills Transfer Limited, all of the above.

Wills Transfer Limited is a third-generation family-owned business, currently operated by Terry & Heather Wills, along with their son Jordi. It began operations in 1945 in the town of Smiths Falls, Ontario. They opened three additional warehouses in Ontario—in Perth in 1994, in Brockville in 1999 and in Ottawa in 2003. In 2017 the company received designation as one of Canada's Best Managed Companies, and in 2020 was awarded Best Managed Gold Status.

Asked what motivated the Wills family to get into trucking, Terry related it to circumstances at the end of World War II. "After the war, jobs were difficult to come by in small towns," he said. "My dad (Osborne) had just finished high school. My grandfather (George) purchased two trucks from a small cartage company and together they started G.H. Wills & Sons. They unloaded box cars of

freight for both CPR and CNR and delivered the freight in the local community. Then in the afternoon they would make pickups at the local manufacturing sites and reload the freight into the rail cars. In those days rail was the best way to move freight over longer distances, as roads were still quite poor. Shortly after that they began doing local and short-haul runs moving household goods.

"In 1953 G.H. Wills & Sons became affiliated with United Van Lines Canada, a relationship that lasted over 60 years. As roads got better, the long-distance household moving business grew, and the fleet grew as a result, with Wills trucks being seen in every province in Canada.



“Over the last 40 years, Wills Transfer Limited has developed into a third party logistics firm. We have about 850,000 square feet of commercial warehousing space in Eastern Ontario. Our purpose is to ‘provide innovative logistic solutions to contribute to our customer’s success.’ Our trucks are all short-haul vehicles, day cabs doing contract cartage to support our distribution customers.” Even a quick scan through their website, blog and Facebook reveals a company that holds to high values in its operation. They strive to provide a safe working environment while developing and maintaining strong collaborative relationships with their team, customers and suppliers.

In addition they strongly support outreaches that benefit the community. The Cancer Society, Trucking for a Cure, The Table Community Food Centre, Salvation Army Kettle Drive, Big Brothers Big Sisters, and Perth Civitan are just some of the community organizations they have worked with. They also support the deep-well drilling program of Future Vision Ministries, an organization dedicated to providing safe water to parts of Africa.

And they have been long-time supporters of the Overseas Ministries of TFC Global as well as our Canadian Ministry.

“Our family, including my grandfather, George, my dad, Osborne, my two uncles, Bill and Ed Wills, and now my son Jordi have supported the ministry for 50 years,” Terry says. “I have been blessed to have been brought up in a Christian family that knows and appreciates the gift of salvation through faith in the Lord Jesus Christ. We think that this gift of eternal life is the best gift possible and desire that others in the trucking industry have the opportunity to hear about this good news. TFC Global’s mission is to share this good news to the industry (nationally and internationally) that we know and love, and thus our desire to support this ministry.”

Retired Director of Overseas Ministries Murray Scott remembers the family’s support with gratitude: “Terry Wills became a supporter of Overseas Ministries almost 25 years ago, not too long after our first trip to Moscow and our establishing the Russian Ministry. He and Wills Transfer Limited have been faithful supporters ever since. He would call often to encourage me and would pray for the ministry and my family before the conversation ended. He is a godly and respected business owner who loves God and wants to spread the gospel. He is also a faithful distributor of the *Highway News*.”



Opposite page top, the Ottawa Branch fleet; bottom, the truck that started it all.

This page top, Jordi, Heather and Terry Wills; middle, aerial view of the Smiths Falls warehouse; bottom, employees at the Brockville warehouse help repack 1,500,000 overseas non-surgical masks for the Canadian government to distribute to frontline health-care workers.

Check the next two pages for more photos only available in this online edition of Highway News.



Left, first generation, George & Charlotte Wills; above, second generation, Osborne & Grace Wills; below, a few more of Wills Transfer Limited trucks; bottom, at the Perth warehouse, "paper rolls everywhere you look" says the caption of the photo showing the reflected stacks of paper.

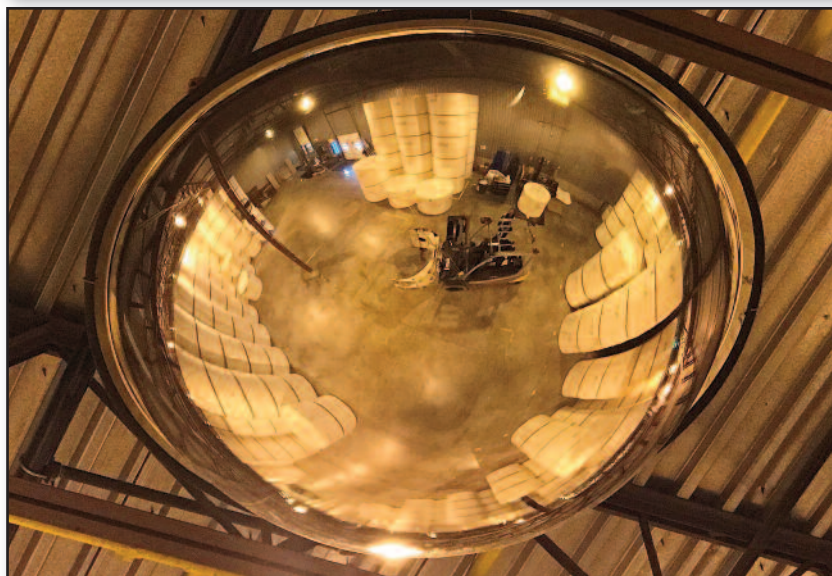


Just a Few Fun Facts from Wills Transfer's 75 Years

~ From Their Website ~

- ♦ A primary lane for us is Perth-Gatineau which is 68 miles. We have repeated this trip 17,762 times which equals 1,207,816 miles or 5 trips to the moon.
- ♦ Neither snow, nor rain, nor heat, nor gloom of night have kept us from picking & packing over 31,156 shipments for Purolator and Canada Post.
- ♦ If all the rolls of pulp we have off loaded were taped together, we could ascend and descend Mount Everest 8 times.
- ♦ We have 689,000 square feet of warehouse space with 24' high ceilings so, if you wanted us to store pineapples, we can hold up to 16,000,000 of them for you!
- ♦ 75 Olympic size pools could be filled with the 49,634,575 gallons of oil we have shipped for Shell.
- ♦ In a 9-month period we shipped 408,209 cartons of tape for IPG. If we had only used a single employee to load these, that would be about 283 cartons loaded per hour. Our warehouse staff are machines!

"We know none of these Fun Facts would get us into the Guinness Book of World Records, but it does make for some interesting reading!"





Christmas is big at Wills Transfer: Top, employees set up the banner that goes up every year at Christmas time; above left, drivers are treated to Christmas dinner; above right, Wills Transfer was a corporate sponsor of the 2019 "Celebration of Lights" (when the celebration ends on December 23rd, Christmas trees are donated to local families); left, employees with gifts collected for the Salvation Army Angel Tree project.

Digital Addiction – Solutions

Final in a five-part series - By Brad Huddleston

Previous articles in this series identified the downside of the misuse and overuse of technology. In this final installment, I want to provide proven solutions for digital addiction. Are these solutions easy? Not necessarily. Are they doable? Absolutely! The news is good, and you should be encouraged to embark on this challenging journey to digital wellness. And you should seriously consider taking the entire family on this expedition together.

Following will be a series of strategies to balance our over-dependence of technology, but we can't get the cart before the horse. If you or someone in your home is addicted to technology, a digital detox must come first. With this type of addiction, slowly weaning off of the digital drugs rarely works. In other words, the brain has to "reset" before you can have a measure of self-control over those online activities that can so easily cause us to lose track of time and digital sobriety.

The symptoms of digital addiction include anger, aggression, anxiety, depression, extreme irritability, attention deficits, loss of sleep, and emotional numbness. I will offer a simple test. The next time you're using a tablet or phone to babysit your child, politely ask for it back. If you encounter resistance, take it away. If you see any of the above symptoms, you can rest assured that there is a measure of literal dependency, and a digital detox should begin right away.

Then, ask an adult that you trust to perform the same test on you later when you are not expecting it. An addict, regardless of what they are addicted to, is not fully qualified to self-diagnose. While you are more likely than a child to have the ability to hide your anger or frustration, be honest with yourself at how this makes you feel. Are you experiencing any of the above symptoms? If so, a digital detox is also in order. A detox takes between four and six weeks; you cannot look at any screens, including television. After a successful rehab, you can return to limited technology. Your new definition of "limit" means staying away from digital activities that are all-consuming. I'm sure you're thinking of a few right now.

With many people now working from home and students

homeschooling, I strongly advise that you keep a regular schedule. Your body, mind, and emotions will love you for sleeping and getting up at the same time, as well as maintaining consistent daily work, meal and study hours.

Make sure all bedrooms are free of technology. One regular excuse I receive from some people is that they use their phones as their alarm clock. The light goes on when I remind them that an inexpensive traditional alarm clock will do the trick. Do you remember what it felt like the last time you slept for eight hours? Your children need at least nine hours of sleep for proper brain health and cognition.

Be finished with all screen time three hours before bed. That blue screen you're staring at will inhibit the sleep hormone, melatonin, from being fully released. In other words, you might go to sleep, but you will not sleep properly. A consistent lack of proper sleep will wreak havoc, especially in the younger ones.

Do not allow your children to look at ANY screens, including television, before school. This goes for adults before work as well. If you ignore this advice, your attention span will be short and divided for at least three hours from the time you stopped looking at the screen. This has to do with the stimulating chemicals that are released from engaging with digital devices.

These strategies are not exhaustive. After all, I've written two books about this subject, and a third one is on the way. However, if you ask God to help you with just the few I've suggested, you will likely be shocked at how your life changes. Family relationships will be better than ever, and your intimacy with God will soar.

"Everything is permissible for me, but not all things are beneficial. Everything is permissible for me, but I will not be enslaved by anything [and brought under its power, allowing it to control me]" (1 Corinthians 6:12 AMP).

This article is from Brad's upcoming book, Digital Rehab: Digital Detox and Beyond. More information about Brad's work can be found at bradhuddleston.com.

Meet Ellen Voie, Chair of TFC Global Board of Directors

TFC Global is delighted to have Ellen Voie not only back on its Board, which she rejoined last year, but have her as the first female Board Chair in its history. Ellen is an internationally recognized speaker and authority on inclusion for women working in non-traditional careers in transportation. As founder of the Women In Trucking Association in March of 2007, Ellen currently serves as the nonprofit organization's President/CEO. The Women In Trucking Association was formed to promote the employment of women in the trucking industry, to remove obstacles that might keep them from succeeding and to celebrate the successes of its members.



Ellen's prior role was as Manager of Retention and Recruiting Programs at Schneider, Inc. Her background in the trucking industry began as the assistant and later traffic manager for a steel fabricating plant in central Wisconsin. She then worked as a dispatcher for a grain hauling carrier before becoming co-owner of a small fleet. After starting a family, she used her background to become a freelance transportation consultant to carriers in Wisconsin, licensing and permitting trucks for more than 16 years.

Ellen has written extensively about trucking and family issues for print and internet magazines. She is the author of two books, *Marriage in the Long Run* and *Crushing Cones*—this one written to provide potential drivers with information on what to expect when attending driver training school. She also created a workbook for professional drivers and their families which assists the driver's family in coping with the time and distance apart.

Look for Ellen's contributions in future editions of *Highway News* and check www.womenintrucking.org to learn more about her organization.

ON THE HOMEFRONT

Over the years, TFC Global (formerly Transport For Christ) has been mentioned in newspapers and magazines many times. Recently, one of our chapters was highlighted in the *New Haven Register*. The Milford, Connecticut chapter supports the ministry in the New England district, led by Rich Desmond.

Members of this chapter use their meeting time to plan visits and gifts of appreciation for the drivers at a local truck stop. The leader of the chapter, Howard Knapp, is a former driver himself, so he is well aware of the needs of these precious people. The snack bags that make their way into the hands of the drivers are filled with physical food and spiritual encouragement. Chapters are a key part of the support of a FaithLife Center's ministry.



If you would like more information on how to start or become a member of a local chapter, email our office at info@tfcglobal.org.

By Donald Hollinger



Two Companies, Two Stories

One Happy Outcome

In the December 2014 issue of this magazine I wrote about Shine Transportation out of Winchester, Virginia, a company owned and operated by the Hough family. I'd met them at Truckers Day at the Buck and had the privilege of sitting down with "Grandpa Paul" and his son Brad and interviewing them about the company and its history. Today Brad is the president of the company and Grandpa Paul, at age 76, is retired but still quite active as part owner—but prefers to drive, making as many as three trips a week.

The company's logo caught my attention with its clear statement about their faith. Grandpa Paul said he believed the biggest mission field for any Christian in business is the people they interact with every day; whether it's your customers or your employees, they should see the reality of Christ shining through your life and be evident in all your business dealings. That is the inspiration for the company's mission statement—"To be the most dependable transportation delivery company which centers our business around solid Christian values." It's also the inspiration for the name of the company, and is why the Philippians 2:15 reference is on all its trucks—the scripture that tells us to shine as lights in this crooked and perverse world.



In the December 2015 issue I wrote about the 50th anniversary of Earl R. Martin, Inc. (ERM), a trucking company from New Holland, Pennsylvania. The company was founded in 1965 when Earl Sr. bought his first truck. In 1967 he bought his second truck and began to grow from that point with mostly dump trailers. In 1974 they decided to purchase a tanker to haul their own fuel, but soon had requests from others to buy fuel from them. By the 1990s they began to haul for others and their tanker fleet grew. By 2019 they had a tanker fleet of more than 20 rigs hauling all kinds of petroleum, including propane.

In January of 2020 I saw the two stories come together when Irvin Hurst, a fellow church member and tanker driver for ERM, told me he had a new boss—that Shine Transportation from Virginia had bought ERM's tanker division in October of 2019. In a recent interview with Earl Jr. (known as J.R.), he told me it all came about when they began to see big changes in the petroleum industry. After a lot of thought and prayer, the management team made the decision to sell its petroleum division, focusing on the bulk trucking division and truck repair in their new, state-of-the-art truck repair shop.

ERM consulted with another business they work with, asking if they knew a company that would be a good fit to buy their tanker division. Shine Transportation was suggested, and J.R. said that, as they prayed and sought the Lord's will, everything seemed to fall into place. When Shine learned that ERM's tankers were for sale, their first thought was that they might not be large enough to take such a big step. However, after much prayer they decided that if God was in it, they could make it work. So it was a transaction covered in prayer on both ends!

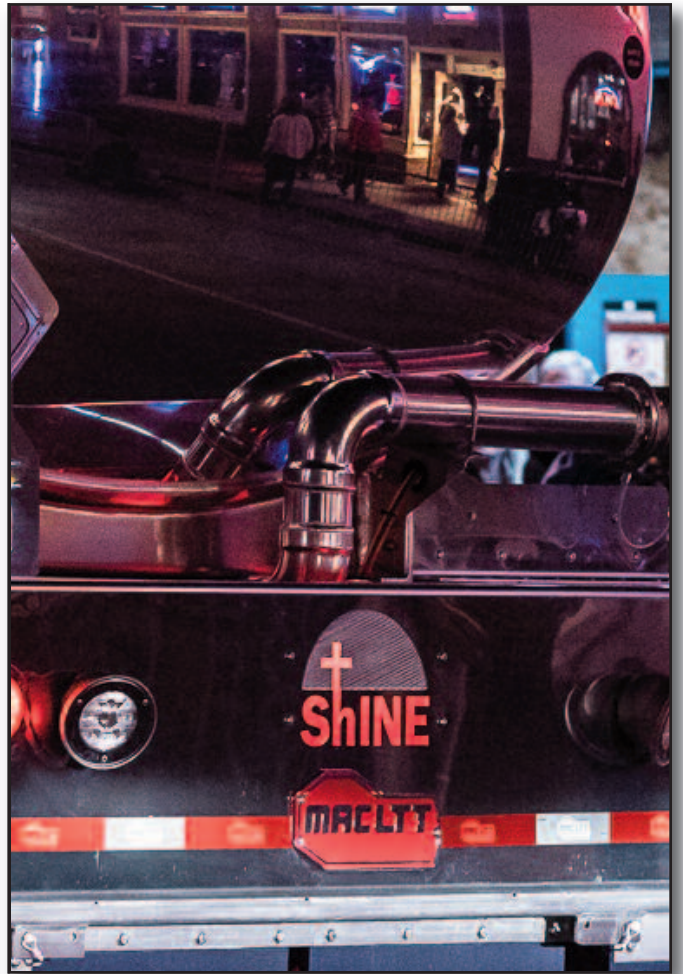
ERM kept 15 trucks and today hauls dry bulk ag commodities, running the East Coast and Canada. They also have two heavy-duty wreckers and an emergency spill response trailer.

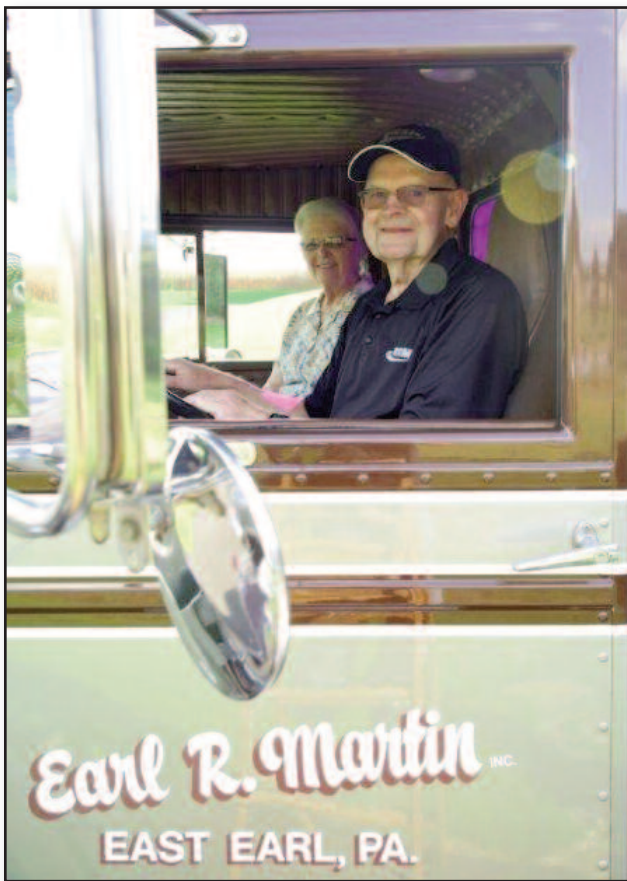
The Shine company today owns 57 trucks at two terminals, as the ERM trucks remained at the New Holland terminal (Brad told me they are proud to now have a terminal in Pennsylvania). As an added blessing, all the ERM drivers were hired by Shine. ERM even does some of the maintenance of the local Shine fleet in its repair shop. A happy outcome for all concerned!



(Opposite page) Shine and Martin trucks, happy together (Top) ERM's shop, now serving both Shine's and their own trucks (Middle) One of Shine's Peterbilts (Above) The ERM Peterbilt that started it all in 1965, now fully restored, is a big attraction at truck shows.

Check the next two pages for more photos only available in this online edition of Highway News.





Can You Guess This Truck?



*Send guess to editor@TFCGlobal.org.
Last month's truck (below)
was a 1971 Oshkosh.*



MINISTRY REPORT FROM ROCHELLE, ILLINOIS

— By Chaplain Jay LeRette —

The summer months allow more opportunities to reach out to the drivers, and that has not changed with the pandemic. I set up a “gospel tent” with signs that say, “Are you going to Heaven?” and “Two-question test reveals the answer.” During the down time I play guitar and sang great old hymns of praise to the Lord. I had a lot of fun with this outreach. Sometimes drivers just walk up and start singing with me.

Another great outreach was provided by the Girl Scouts of Northern Illinois, who provided free cases of cookies during the months of June and July with stickers on the boxes to inform drivers about human trafficking. I had a wonderful time passing out cookies and the gospel.



Often our ministry reaches beyond the trucking community. One such example was when a local woman called me on the phone. She said someone had given her my number, saying that maybe we could help her with her utilities or groceries. She was down to nothing and her utilities were going to be shut off. I told her we have no such resources. I asked a few questions and shared the gospel with her. She very willingly repented and asked Jesus to forgive her and save her from her sins. Before ending the call I told her again I was sorry that we couldn't do more; her response was, “Thank you, Lord! I never thought that by this phone call I would invite Jesus into my life.” Around 11 PM that night I was walking across the parking lot when a gentleman walked straight across the lot right up to me, handed me an envelope and said “The Lord told me you know just who needs this!” The envelope contained three brand-new \$100 bills! I called the woman the next morning and asked if my wife and I could meet with her and give her a Bible and explain her new Christian walk. After our meeting I told her what had happened the previous evening and handed her the envelope. She kept thanking me, but I told her to thank Jesus, as He was the One who provided that for her.

The logs below give us an additional glimpse of how the Lord is using the witness of the ministry in Rochelle:

- ◆ A driver came in and said he has been saved for about 30 days. He was real hungry for the truth. We spent almost an hour in God's Word.
- ◆ The Petro gave a man a ticket for a free shower and then sent him over to me. He was trying to get to California. I shared the gospel with him and he told me he was raised in church but had never been born again. He prayed and asked Jesus to save him.
- ◆ A man came in very troubled with scattered thoughts, depressed and crying for help. I listened and then took him to Psalms with the promises for believers, then explained that one must be a child of God to receive these promises. I walked him through the plan of salvation and asked him if he wanted that salvation. He cried out to the Lord to save him.
- ◆ A man came in looking for the chaplain, saying he didn't have a lot of time. I asked him if he was born again and he said no. I shared the gospel with him and after much conversation, he prayed with me for forgiveness of sins.
- ◆ A 14-year-old came in with his grandpa, who had him riding along in his truck. I shared the gospel with him but he didn't make a decision. While I was cleaning up the office later that night, he came back in telling me he needed to repent and ask Jesus to save him, and he did just that!

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Where's "Guess This Truck"?

A favorite of many, "Can You Guess this Truck?" will be featured every month in the online edition of Highway News—in larger size and again showing the previous month's truck. To receive the magazine every month in your inbox, email editor@TFCGlobal.org. Last month's truck was a 1957 Brockway model 255.



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