



# HIGHWAY NEWS



**TFC GLOBAL**

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**AUGUST 2022**

## A WORD FROM OUR PRESIDENT

Dear Brothers and Sisters in Christ,

I'm sure you and your church's leadership will agree that the United States is not the same place today as it was even 10 years ago. Many who do research believe that our nation is headed into a period of great spiritual darkness. I hope not, but we may never recover from it as a world-leading, "God-fearing" nation. As quickly as things have changed, my heart breaks for what my kids and grandkids have to look forward to. However, this isn't the time to step back or drop out of the fight to know Jesus and follow Him. We must press ahead with everything we've got. Today's culture believes the thing we need salvation from is the idea that we need salvation. The working assumption is that most of the U.S. has become spiritually dark, and everything is changing for churches, ministries, and individual believers because of that thought.



Traditional Christian beliefs about sexuality and gender are being viewed as dangerous and restrictive of people's basic civil rights. Instead of wringing our hands over the loss of cultural influence in Western culture, this decline should prompt us to examine ourselves, pray, and work toward a new missionary engagement with Western culture. We have to model and proclaim the Christian faith in our generation in a way that is both intelligible and compelling to our neighbors. The main challenges to having this sort of encounter have been the same over the centuries.

Along with commonalities, each age has its own unique challenges. Today, churches in Western society have to deal with something they have never faced before—a culture increasingly hostile to their faith that is not merely non-Christian. We are entering a new era in which, in many places in the West, there is not only no social benefit to being a Christian, but an actual social cost to espousing faith. Culture is becoming more actively hostile toward Christian beliefs and practices. I know Satan wants to send discouragement any way he can in the process of getting people to grow closer to Jesus.

My point is this. Instead of being distraught and full of self-doubt during our nation's growing crisis of faith, we should be highly encouraged that God has called us to a difficult task at this specific time and place in world history. We must choose to believe Psalm 118:24. "This is the day the Lord has made. We will rejoice and be glad in it!"

He has chosen each of us to live now and impact this time! We can only succeed if we work together and have His help. We as individual Christ-followers must call on Him to guide us through this time of great need and great opportunity. We must stay focused entirely on Him, stay engaged, and fight the fight like we have never done before.

How? Would you or would your church please join us today with a generous gift? As you read through the pages of this magazine, you see the work God is doing through this ministry. If God speaks to your heart, then we ask that you give to the work God is doing. We simply cannot finish the work of providing resources and training and get chaplains out to the trucking community both here and internationally, without the help of many caring friends.

Perhaps you can make a gift now, or perhaps it is a decision that has to be submitted to leadership for authorized decision-making over the coming weeks. Whatever the situation, we would appreciate your prayerful consideration. There are a number of ways by which you can give. Go online at [www.TFCGlobal.org](http://www.TFCGlobal.org) to check out our giving tab as to how you can give, and leaving a legacy that will last for years to come.



# Highway News Magazine

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*In Honor of David Schwarz  
by his brother, Stephen Schwarz*



**DOWNLOAD OUR APP AT YOUR  
FAVORITE APP STORE,  
APPLE OR GOOGLE PLAY.**

# DOPAMINE DETOX — PART 6

By Brad Huddleston

## *Cold Turkey vs Weaning*

Most digital detox programs advocate the cold turkey method instead of gradually backing someone down from tech use. Regardless of which method you choose, the more challenging part of the process will be maintaining what you've accomplished. More on that in future articles.

I've quoted from both Dr. Nicholas Kardaras and Dr. Victoria Dunckley because I respect them both immensely. Dr. Kardaras favors weaning patients from digital drugs:

"The one difference that I have with the way that "digital detoxes" or tech fasts are currently done—both by Dr. Dunckley and at tech addiction rehab facilities like reSTART—is the cold turkey approach. As an addictions expert who runs one of the most respected rehabs in the country, I think we need to borrow what we've learned from the drug addiction treatment community. That is, when we do a drug detox, we no longer make the addict go cold turkey; that's when we get explosive and aggressive episodes—as we've seen with some of the kids I've described who have been unplugged abruptly."

Dr. Kardaras believes that weaning is more humane than in "the barbaric old days" of drug and alcohol treatment, where the alcoholic would be thrown into a dry-out tank or an asylum. Regarding tech addiction, he goes on to say:

"Similarly, when doing a "digital detox," we should slowly taper the young person down: for example, five hours of screen time should be tapered down by one hour per day. Thus, gradually over a roughly week-long period, the child is weaned off screens. However, during this time it's critically important that alternate healthy activities be substituted. You don't just cut back the screens and have the kids sitting in their rooms twiddling their thumbs. You take them to the park, or give them creative projects to work on. Things like that."

I think the more critical issue here is that Dr. Kardaras, a well-respected expert in addiction and detox, equates digital addiction with traditional alcohol and drug addiction. In other words, addiction to technology is not less serious, and detox must happen, regardless of which method you find helpful.

In the vast majority of cases, I favor the cold turkey method. In my opinion, unless you can find and afford to check into a detox center where staff can carefully control the weaning process, the pressure to use technology will be too powerful to handle. My experience tells me that most readers won't be able to wean, as it is just too hard. Therefore, I feel it would be better to carefully plan a cold turkey detox, pray fervently, and go for it. If you are disciplined enough to carefully track and maintain a weaning schedule, then go for it.

Regarding going cold turkey, some detox facilities also favor cutting off technology at the beginning of the detox. I again refer back the South Korean detox center I referenced earlier where, "Teenagers come for a month at a time, and "all devices are confiscated upon arrival. The boys will go from full-time gaming to zero screen time."

I also favor the reasoning that someone cannot get over drug addiction while taking the drug. To illustrate what I mean, the online publication Additude: Inside the ADHD mind ran the headline My Son's Story of Electronics Addiction and Recovery. The article goes on to say:

"If your child were addicted to drugs or alcohol, would you let him have just a little bit?" It was this question from Matthew's cognitive behavior therapist that started my head spinning. My child was addicted to video games, and I wasn't doing enough to help him recover. That is where the honesty — and the detox — began. Here is how we went cold turkey." If you are a parent who wants to pursue a family detox, I recommend that you read the entire article: [www.additudemag.com/video-game-addiction-digital-detox](http://www.additudemag.com/video-game-addiction-digital-detox).



# Walk the Walk

By Mike McGough

## Never Too Tired

***“Be proud to share your relationship with Christ and your testimony about life as a follower of Christ and His teachings.”***  
*2 Timothy 1:8-12 paraphrase*

She eased her rig into the last open spot. She has a comfortable sleeper cab, and she was looking forward to some shuteye. She liked this particular truck stop because it had a small grove of trees with a fire ring and some benches where drivers could gather, relax, chat, and eat. She went into the truck stop, grabbed a sandwich and a cup of coffee, and headed back out.

It was a cool summer evening and there was a fire going. There was only one other driver, and he was sitting across from her on the other side of the ring. She said, “Hi” when she sat down, but he didn’t answer. He appeared to be deep in thought.

“I’m sorry, but I got a lot on my mind,” he said as he walked toward her and sat down on the bench next to hers. “I was raised a Christian, but for the past several years, I’ve been really out of touch. I can’t tell you the last time I attended a service or even prayed.”

He went on to explain that an ugly divorce, a bankruptcy, and some other personal issues had consumed him. He admitted that getting through the day was the only thing on his mind, and he really had come to believe that he had to do it all by himself.

They talked late into the night. The tiredness had passed. She listened, never judged, and didn’t ask questions. When he asked about her faith, she shared. She was open and honest. She closed out their chat by sharing that God through Jesus Christ was always ready to listen. She told this young man that even though he felt distanced from his faith, God had never abandoned him. She said, “God has always been, is now, and will always be ready to hear your prayers!” “I’m sorry I kept you up so late,” he said.

“She shook his hand and said, “Not at all. God is never too tired to hear us, and we should never be too tired to talk with each other!”

The flames in the fire ring had died out while they talked. In its place, she hoped that the flame of faith may have been reignited in this man’s heart!



*Walk the Walk: A Daily Guide to a More Christlike Life is the daily devotional guide from which the New Testament-based passage that inspired this article is drawn. Copies of that devotional are available at: [Leadershipmrm.com](http://Leadershipmrm.com) under the Books/Publications tab*

*Leave a Legacy of Faith for TFC Global's future ministry to the trucking community.*



TFC Global stands for more than just a ministry to truck drivers; our chaplains have had opportunities to help the men and women of the trucking community with struggles such as addictions, family and co-worker relationships, self care and more.

Building a legacy is critical to the ongoing ministry of TFC Global. We can all make a difference in seeing the ministry be financially secure to continue meeting needs and expanding to reach more of the trucking world with the message and hope of Jesus.

TFC Global has years of learning, good friends, and ministry opportunities that have continued to touch many people. Gifts such as the following are a few examples of ways to bless drivers beyond a cash donation.

- \* Stocks and bonds
- \* Real estate
- \* Retirement Assets
- \* Insurance benefits

Our faith partners support us financially because they support our vision — support it because they know a driver, are a driver themselves or own a trucking company — support it because God has called them to give.

*For more information email [info@tfcglobal.org](mailto:info@tfcglobal.org) or call our office at 717-426-9977.*

*What about you?*

**IT'S EASY! IT'S AFFORDABLE!**

**REACH YOUR COMMUNITY WITH THE GOOD NEWS OF JESUS!**

Along with information about the trucking industry and faith-filled articles for everyone, the *Highway News* will share the good news of Jesus in your community.

Where can **YOU** share the  
**HIGHWAY NEWS**  
magazine?

- \* Donate to your church
- \* Leave in clinics and waiting rooms
- \* Gift to retirement communities
- \* Leave with the sick or homebound
- \* Share with Bible study groups
- \* Leave in coffee shops, truck stops, restaurants & more!



**NO CONTRACT! NO PAYMENT NOW!**

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*Complete the form on our website:*

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*Email [info@tfcglobal.org](mailto:info@tfcglobal.org).*



Did you know that TFC Global's Highway News magazine is full of stories and information to support our trucking community?

Would you put a rack like this in your business? There is no cost to you. The rack would be maintained by our staff with new magazines each month. Partner with us to encourage drivers and their families by contacting us now.

Email: [info@tfcglobal.org](mailto:info@tfcglobal.org); Phone: 717-426-9977



# *Association of Christian Truckers of Southern Africa*

## *The Life of a Truck Driver in Africa, Part 2*



### MINISTRY CONNECTIONS

After the border he is transferred to Wiski Dry Port where he (the driver) spends another three days. He delivered the Bibles and pamphlets to Mathew who was overjoyed at the gift from far away. This bolstered the ACTSA's connections, allowing Mathew to propose to do meetings at the huge truck yard and extend an open invitation for a visit. We are looking forward to visiting this place soon!

### DELIVERY AND LOADING

Simon did not experience much difficulty on this particular delivery. Many deliveries are to the mines. There are many Chinese mines in the country; they import almost everything, even noodles. This creates problems on document processing. The yards are muddy with no facilities at all. One has to ensure they are well-stocked on supplies like food. The mines are for copper, chrome and other minerals. After loading, the drivers must undergo rigorous bureaucratic control from local, provincial and national levels before the truck can proceed. As they wait, Simon is also able to gather together with some drivers as they share meals to save money and also share the gospel. This summarizes the mission of the ACTSA to evangelize, encourage, and equip. Drivers have a bad reputation. Over time we continue to encourage Simon as a new believer and many others in their Christian walk. It's been precious to meet these "pastors" on the South African roads. Many drivers who may have the desire to become Christians must fend for their families and often decline to come to faith in Jesus.

As they pass through Beitbridge, we can equip the drivers with materials including Bibles that can be handed out as they go. It has been our singular pleasure that in a world where drivers are looked down upon, we have distributed hundreds of Bibles in languages of the countries in this region. We are even praying that God brings more truck drivers like Simon so that we can multiply our efforts to be at other borders and strategic points. And, yes, we would like to have some chapels built so that they can receive ministry from a trained chaplain, fellowship from brethren and more. As this is being written, Simon is waiting at the Kasumbalesa border AGAIN!!



### INTERNATIONAL MINISTRIES GIVING OPPORTUNITIES

1. **COVERED: \$750** toward ACTSA's Brian Teputepu's trip to the Democratic Republic of Congo
2. Travel costs for training chaplains for all affiliates — **\$3,000**
3. Scooters/motorcycles for Norbert & Friends to minister to the border at Kagera (pictured).
4. Training materials to be printed for chaplaincy training — **\$500**
5. Monthly shipping cost to get Bibles and Gospel of John booklets to our affiliates — **\$350**

### *Norbert & Friends TFC Global Project, Tanzania*

The Norbert and Friends Mission has worked with TFC Global for many years. Reverend Dr. Norbert wanted to help truck drivers and build bridges of opportunity to talk to drivers about Jesus Christ in Tanzania and East African countries. It didn't take long for Dr. Norbert to gather a team in Singida with two chaplains who are also the project coordinators for the trucking community project. Now the project has spread into 17 provinces in Tanzania including the borders of Uganda, Kenya and Zambia. Driving is a dangerous and stressful job. Drivers face job insecurity, the threat of being robbed, extortion from corrupt policemen, plus cultural and linguistic barriers as they cross through borders taking imports from the coast to landlocked countries farther east. So, when Christians offer to pray for one of the truck drivers one day as he prepared to leave the port and transport his next load, he didn't mind, even though he was Muslim. As he continued on his route though, he was amazed that the police never harassed him, just as the Christians had prayed for.



The next time he saw the believers at the port a few months later, he gathered a group of his friends and went over to them. The last time, the Christians asked him if he'd listen to a story, but he'd been in a hurry to leave. Now, he wanted to know more. "God answered their prayer," he told the whole group. "Now, we're going to listen to their story." Each time our friend returned to the port, he found the believers and asked to hear another story. As the months passed, he understood his sin and his need for a Savior, putting his faith in Christ.

All of this started with a very simple approach. As the drivers come to the ports for work, Dr. Norbert and his volunteers would ask the drivers if they would listen to a story of Jesus from the New Testament. "My dream from the beginning was and still is that Tanzania and East African drivers will carry the gospel to the ends of this part of the world. It's God's Word that changes people and nothing else."

Dr. Norbert would like to build brick and mortar chapels on land near these ports. This will meet the needs of the drivers. Along with the chapel, a small home would be built for an on-site chaplain to continue to train volunteers and meet the deeper needs of those under his care.

### *Going Home Africa Ministries, Malawi*

Going Home Africa Ministries is an interdenominational ministry that works with different churches, ministries, leaders, and pastors to share love of Jesus with non-believers. We are based in the Neno district in Malawi. Our 3 main thematic areas are literature evangelism, pastoring pastors, and helping the voiceless. It has started in 2008 with literature distribution and we are growing now that we have started reaching out to truck drivers, their families and communities with the gospel here in Malawi, in Zambia, Mozambique, and Zimbabwe. Our vision is reaching out to 8 million truck drivers by training 1000 chaplains and also train 30 district coordinators by 2025 here in Malawi. The chaplains and coordinators would travel within Malawi, as well as internationally.

We are reaching truck drivers in truck stops and on the road and are sharing the love of Jesus with them. We are doing this by faith and nobody is giving us support for the work. Our main goal is gain support from local churches and ministries and foster partnerships to have churches in major meeting places for the trucking industry both in and around Malawi. Chaplains will be trained in chaplaincy care to provide a ministry of sharing love of Jesus in the trucking community. We will be using the Our Daily Bread books, His Hope for You and the TFCGlobal New Testaments to reach out to drivers. We are working in very difficult conditions in order to spread the word of God at different truck stations here in Malawi with many walking on foot and a few using old bicycles when going for outreaches, worse still many without basic chaplaincy skills. Our major desire is to have a van to travel from different truck stopping places and share Jesus with the drivers. The cost of a good van for carrying tracts, books, Bibles and providing a small meeting room for prayers and chaplaincy locally here is \$18,000 including registration, insurance and COF testing.

*(Family photo: Francis and Tina with Shakira, Aida, Florence & Drena, their 4 daughters)*







## 2 Mental Mistakes That Cost Drivers Their Sanity...And Maybe More

By far the toughest aspect of truck driving is handling the endless stream of mental challenges you'll face day after day, month after month, year after year. It never ends. There are two things you have to be really careful about, and we all do them sometimes. I like to refer to them as "keeping score" and creating a "negativity filter". Both can be devastating. Not only can they prevent you from enjoying your truck driving career, but they can drain your energy and prevent you from being as safe and alert as you would normally be.

**The negativity filter.** People who believe they have bad luck tend to have a "negativity filter" that causes them to remember the negatives more vividly than the positives. They give the negatives a heavier weighting than the positives, and it affects their outlook and personality. We've all known people like this. They're the "poor me" type. At times we've all been guilty of this. Hopefully it's rare, but for some it's an everyday thing. The "poor me" type might find a \$100 bill laying in the parking lot on the way into the truck stop. Then they get a free meal for being the 100th customer that day and a pretty girl or hot guy! smiles and winks at them as they walk back to the truck. But if they so much as bump their knee climbing back into the truck, they immediately get aggravated with their bad luck and their day is shot because something had to go wrong. You can spot these types coming from a mile away. They look frazzled and exhausted. They always seem to have a look of exasperation on their face. Their posture is slouchy, and they seem like they're hanging on by a thread. Their face would probably crack if they actually smiled! Do not allow yourself to fall into the trap of focusing on the negatives and excluding the positives. Count your blessings and enjoy the day. There is always so much to be thankful for, and your safety and sanity may depend on it!

**You'll often lose if you're keeping score.** Over the years I've found that most truck driving veterans are as pleasant and content as a monk, or as miserable and agitated as a hungry bear. There seems to be few that fall in between. Why is that? People tend to "keep score" as they go through life. They keep track of how many good or bad things happen throughout their day. Your bias toward the positive or negative events will build up over time. Eventually, like a snowball that grows bigger as it rolls down a hill, you'll develop a tremendously positive or negative perspective on life, and it has a profound affect on your personality and perceptions. It can also play a big role in safety. Being upset over something little that didn't go your way can be exhausting and distracting, which can lead to much worse.

Trucking is incredibly challenging. It's full of pitfalls. But it's also filled with blessings. You have to be really careful about how you perceive things in your day to day travels. Is a headlight going out or a hole in your air line bad luck, or is it simply just part of the job? Were the cold eggs you were served this morning typical of the way you're always being treated, or was the waitress simply distracted by a phone call from her child's teacher? Before you convince yourself that what you're experiencing is your "typical bad luck" or a sign of a bad day to come, really think it through and keep a healthy perspective. Remember that the beautiful scenery, interesting people, and challenging adventures are also part of the job and they show just how blessed you are to be driving a big ole American big rig for a living!

**Find something that helps you relax.** Every day on the road has its ups and downs. You have to keep a healthy perspective on things. Be very careful about what you decide is important, and what you brush aside as nothing to be concerned with. When things would get rough for me I'd always think of this one line from an old song: "Don't you worry...sometimes you've just gotta let it ride." The song is totally unrelated to trucking, but somehow that one line always stuck with me and snapped me out of it when I was letting things get to me. Find something like that for yourself. Maybe it's an old song from high school. Maybe it's a picture of your wife and kids.

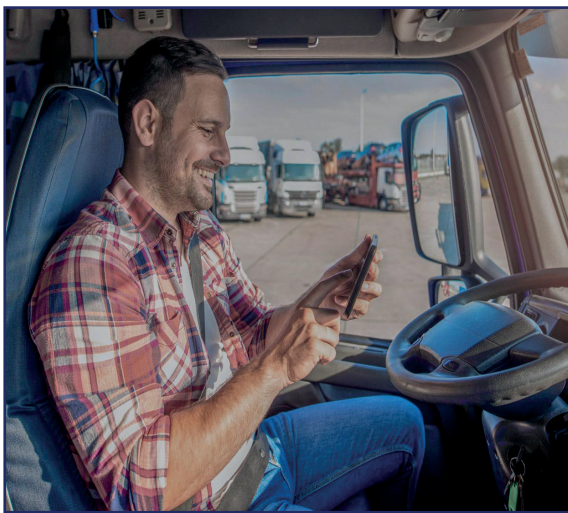
We all have great memories and little reminders that make us feel better. Find yours, and use that to help yourself stay positive. We have a massive responsibility out there on the road. We have to make sure we keep ourselves focused and alert at all times so we can get the job done and get home safely. Not only that, but we all would like to enjoy ourselves out there on the highway. Keep a positive outlook on life and don't sweat the small stuff. It will pay off in a big way over time.

# **TFC GLOBAL: FIGHTING FOR THE HEARTS AND LIVES OF TRUCKING COMMUNITY DRIVERS AND THE TRUCKING COMMUNITY**



Why is the development of the trucking community that is physical, psycho-logical and professional drivers and the trucking community. Because trucking driving is a job that puts drivers at a high risk due to their work environment, chronic stress, disrupted sleep and excessive time away from home. Many companies have prioritized employees and drivers, though the challenges weigh heavily on the drivers, addictions, anxiety and post-traumatic stress disorder.

**TFC Global has long recognized the need to come alongside companies and chaplaincy programs provide. In addition to the spiritual care for this community, Centers located at truck stops or in the companies throughout the region of the resources, local referral capabilities and**



- \* Celebrate Recovery Step meetings led by our staff and host
- \* Human Trafficking Awareness training through our YouTube channel
- \* Pornography addiction assistance through a three-day recovery program
- \* Crisis Care from a trained chaplain.
- \* International Christian Trucking Association (ICTA) meetings for employees in the trucking community and surrounding areas
- \* Talk & Prayer (TAP) meetings for women passionate about faith and support families.

***Would you consider hosting an ICTA or TAP event at your church or company? Would you like a human trafficking expert to speak at your church, school, company orientation, young men/women's group? Contact us at [info@tfcglobal.org](mailto:info@tfcglobal.org) or call our office at 717-426-9977.***



## OF OUR PROFESSIONAL UNITY

t of a chaplaincy program to the  
at includes caring for the  
l and spiritual needs of our  
d their families so important?  
g is characterized as a profession  
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e development of marital issues,  
poor eating habits.



nd drivers to deliver a ministry of presence that goes beyond what most  
unity, we are also able to offer the following services at all of our FaithLife  
of these centers. These services generally give recipients point-of-contact  
and a trained professional chaplain.

nd held at the FaithLife Centers across the country.

outh in Crisis presentations under the Gateway to Freedom Foundation's direction.

ay retreat held twice each year that will utilize a professional counselor network.

meetings for corporate leaders and company  
ding area.

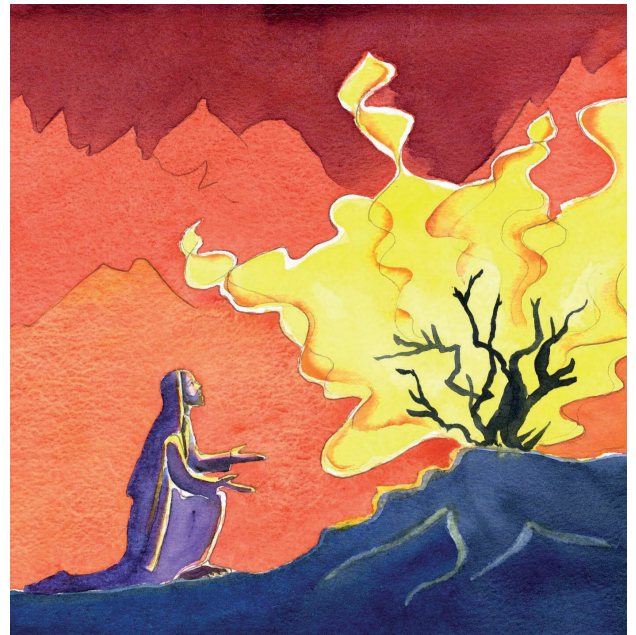
about and part of the trucking community to

*you also think about inviting our human  
women's groups? For more information,*



## *Do You Trust God to Do What He Says He is Going to Do?*

The story of Moses at the burning bush has captivated me for most of my life. It is such a powerful story as it is God's grand self-revelation to the world. Through the conversation God reveals to Moses his concern for the people of Israel being enslaved in Egypt, as well as the action He is going to take to rescue them (Ex. 3:7-10). As a result, God tells Moses to go to Pharaoh, the most powerful man in the world at that time, and say, "let my people go." Whether you are a Christian or not, you are most likely very familiar with this story. As popular as this story is, and as much as I have reflected on it, I, for a long time, missed something important about it. It is something Moses missed as well.



What is it that was missed? Who is doing the rescuing? God makes it clear to Moses that He, God, is the one that is going to rescue the people of Israel from their bondage in Egypt (Ex. 3:8). It's not Moses. God is the one who has heard their cry, and is deeply concerned about their suffering. God is the one who is moving on their behalf; the one who has "come down to rescue them" (vs. 8). After revealing His plan to Moses, God then says, "so now, go. I am sending you to Pharaoh to bring my people the Israelites out of Egypt" (vs. 10).

It's that part that really trips Moses up. Everything God said before that quickly fades from his memory as he becomes ardently distracted by what God is asking him to do, and in response he quickly tries to get out of it. But why try to get out of it? What is it that God is asking Moses to do? He is asking him to deliver a message to Pharaoh. That's it. Again, God does not ask Moses to redeem or rescue the people from Pharaoh. God makes it clear that is what **He** is going to do. He just asks Moses to deliver the message. For Moses delivering the message required a tremendous amount of faith and trust in God.

For me, as the director of the Gateway to Freedom Foundation, I can just as easily be distracted like Moses was. I focus too much on the small part God asks me to do, and lose sight of what God said He is doing. God does not ask me or you to rescue and deliver people from their bondage (be it physical, spiritual or emotional); that is something only God can do. God simply asks me and you to trust Him and be obedient to what He calls us to do. Therefore, through TFC Global and the Gateway to Freedom Foundation I fight to end sex trafficking, not because I believe I can end it, but because I trust God to do what He says He is going to do (Luke 4:16-21).

What small part is God asking you to do? Do you trust Him enough to do it? To learn more about ways you can make a difference in the fight against sex trafficking contact Derek Thompson at [gateway@tfcglobal.org](mailto:gateway@tfcglobal.org).

*Derek Thompson is an ordained pastor and the Director of the Gateway to Freedom Foundation. Derek has dedicated his professional career to combatting human trafficking. His greatest joy is being a husband and father of four daughters.*



## *Sin Nombre Nombres*

No sé a ustedes, pero recordar los nombres de las personas puede ser un desafío. En el transporte por carretera, conocimos a tanta gente que nos encontramos incapaces de recordar los nombres. ¡Suma a eso los apodos de camionero y seguramente se añade más confusión! Así que creamos nombres sin nombre. No puedo decirte cuantas veces Bill y yo hablábamos de algo que alguien dijo y cuando diría: "¿Quién dijo eso?", él me miraba y decía, "Dog Man" o "Screamer" e instantáneamente supe a quien se refería. Nos familiarizamos tanto con este estilo de identificación que a menudo casi llamábamos a estas personas sus nombres adoptivos a sus caras.

Cuando asistíamos a subastas de equipo pesado/chatarra, nos encontrábamos con Big Coat, a quien vi en una subasta de 4H el mes pasado. Tuvo un terrible ataque de Covid. Todavía usaba su abrigo grande, así que nada había cambiado desde que lo vi hace 7 años y todavía no sé su nombre real, pero hablamos durante casi una hora. El viejo Screamer murió; nunca supimos si tenía problemas de audición o solo hablaba fuerte. Junkin' Jim y su gran cigarro eran un elemento fijo en estas subastas, al igual que Polka Dot, que estaba luchando contra el cáncer mientras Hambone estaba pasando por un difícil divorcio. Nunca sabías quien estaría a la vuelta de la esquina en estos eventos.

Hubo un tal Tuesday, Little Man y Smiley. Una vez, alguien puso una serpiente blanca en la camioneta de Smiley y, mientras conducía, sintió que algo subía por la pernera de su pantalón. Cuando miró hacia abajo y se dio cuenta de lo que era, saltó de la camioneta y dejó caer sus calzoncillos en un estacionamiento para deshacerse de él. No sé si pagó la fianza o no. Después de recorrer los muelles del puerto de Baltimore, cenaríamos en la parada de camiones con Sandman, Dickey Do y Furball. Furball fue a la cárcel por conspirar en una trama para transportar níquel robado en un camión almacén (ahora está fuera) y Dickey Do sufrió un derrame cerebral provocado por consumir demasiada azúcar y murió a causa de diabetes. Nunca supimos la razón del nombre de Sandman, pero para nosotros no era problema, ya que nunca supimos su nombre real de todos modos. Estos tipos estaban de acuerdo con que no los llamáramos por sus nombres reales, como si fueran raperos. Escogieron un nombre que creen que les conviene y va con ellos. ¡Así de fácil!

Mientras esperábamos las cargas, a menudo aparcábamos nuestros vehículos en un patio de camiones privado en Baltimore con otros conductores. Allí conocimos al "Artista", quien sacaba un pequeño libro de notas y dibujaba una descripción muy compleja de lo que estaba tratando de decir. Luego vino Slowpoke, un conductor extremadamente lento. Los de la oficina le decían a propósito una cita dos horas más temprano que la hora real, ya que le llevaría una eternidad llegar a cualquier parte. Cuando vimos unos daños en el parachoques de su remolque, nos dijo que mientras se dirigía por la I-95 alrededor de las 2 a. m., sintió un ligero golpe, pero no le dio importancia y siguió adelante. No llevaba mucha carga, pero parecía que su camión estaba perdiendo potencia. Después de unos 15 minutos, se detuvo y bajó y se dio cuenta de que un conductor ebrio había chocado contra su parachoques y estaba atrapado allí. Le había arrastrado al automóvil durante un par de millas. "Al menos no era mi motor", concluyó. El último es Jessup Joe, que había sido liberado de la prisión de la ciudad de Jessup, de ahí el nombre. Era una especie de tipo cuestionable que quería ir de camionero, pero yo no estaba seguro de que tuviera madera para conducir. Una mañana, mientras preparaba el desayuno para este elenco de personajes, Jessup Joe comenzó a evaluar mis huevos revueltos. Resulta que aprendió a cocinar en prisión y alimentó a cientos de reclusos. No dejes que nadie te diga que no aprendes nada de valor en la cárcel.

Todos estos tipos parecen ser un grupo de inadaptados, pero se convirtieron en nuestra "familia". El individualismo es enorme en la industria camionera, especialmente con los propietarios/operadores. Esta industria te junta con algunos de los tipos más improbables. Una vez que me di cuenta de esto, me ayudó a aceptarlos a todos, independientemente de los nombres locos, los errores del pasado o las vidas problemáticas. Jesús interactuó con todos los ámbitos de la vida, así que si él lo podía hacer, pues ¡yo también!

*Lynn Bolster loves anything to do with trucks and has been active in the trucking industry since the 1980s. She drove over the road for 12 years with her now deceased partner of 22 years, Bill. She has her Bachelor's degree in Journalism and a Master's degree in Recreational and Leisure Studies Management with a focus on health and fitness. Her Master's thesis was: "The Recreational Pursuits and Health Habits of Long Distance Truckers." She has appeared in The Washington Post, USA Today and has written for various trucking industry publications. She was the sales manager covering three truck stops for several years. Lynn is on the Board of Directors for TFC Global.*



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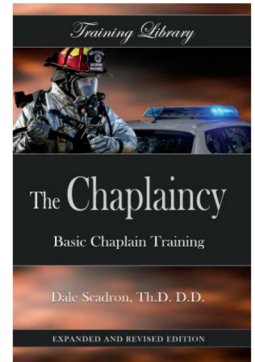
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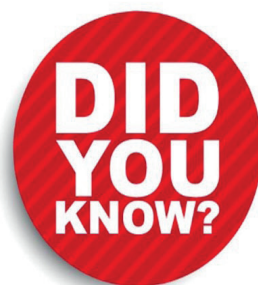


TFC Global has become increasingly aware that our brothers and sisters in Christ who are commercial drivers and those who are part of the trucking industry, along with their families, have a strong need and desire to build biblical community among their peers. In today's current environment, it's not unusual for new drivers that work for the same company to not ever speak to any other drivers at the company. There's no time for a friendly smile, helping a fellow trucker or motorist in need. It's a thing of the past. The International Christian Trucking Association (ICTA) wants to change this. We want to bring back the sense of brotherhood among the Christian drivers in the way we corporately come together to battle the issues of human trafficking, chemical and physical addiction, depression, as well as divorce and marriage issues. At TFC Global, some of our locations host monthly breakfasts to talk about what's happening in the trucking community. Our desire is to connect commercial drivers, retired professional drivers, trucking company owners, and other Christian trucking-related individuals in supporting and encouraging one another. I once had a commercial driver tell me that he did not go to college so the trucking community was his fraternity. If there is going to be a movement of God in the trucking industry, it will begin with the Christian drivers and owners coming together to pray for this industry.

For more information on membership, visit our website at [www.TFCGlobal.org](http://www.TFCGlobal.org) and click on the ICTA section of the home page. Scan the QR code to give a financial gift in support of the ICTA and its mission.



**Our Mission: To relieve the financial  
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# TFC GLOBAL PROJECTS YOU CAN SUPPORT!

*There are several ways that you can support our ministry to the trucking community! What project will you take on next?*

1. Highway magazines for our staff to distribute: Cost for 1 month is \$2000: provide a financial boost to our chaplains by paying for all or part of this cost.
2. Equip our existing trailers with furniture (table and arm chairs): Cost for 1 trailer is \$600: provide an update to be used for Bible studies and community activities
3. Candidate's portion of the Chaplaincy Training Institute: Cost for 1 person is \$200.



To support TFC Global financially, visit our website at [www.TFCGlobal.org/Give](http://www.TFCGlobal.org/Give).



# Trucking with Women in Mind

By Ellen Voie, President & CEO, Women in Trucking

## STAYING SAFE ON THE ROADS

### Do Your Homework

Start by seeking out a safety-minded workplace. Duncan stresses the importance of due diligence before taking a position with a new company. “Really research the company you want to drive for,” she says. “What is their track record for safety? How old are their trucks? Do they have a lot of maintenance issues?” Proper training is also important. Duncan recommends asking about a prospective employer’s training practices. “Lack of training is a huge issue today, and it can result in serious safety issues,” she says. “Make sure they offer on-going training – with female trainers.”

### Be Prepared

Good safety habits begin before a driver even gets into her truck. Duncan advises doing a thorough pre-trip inspection daily to reduce the chance of a breakdown. Check tires, headlights, oil, washer fluids, air lines, clean mirrors, etc. “A lot of drivers complain about doing inspections, but they’re really for your safety,” she explains. “If you need to make repairs, it’s much better to make them in a controlled area, on your terms, rather than out on the road.” Planning your route in advance is also important. “Don’t rely 100 percent on your GPS,” she says. “Compare routes with the map app on your phone or a paper map.” To minimize the need to stop for food, Duncan pre-packages meals and snacks in advance of each trip.

### Stay Alert

Once on the road, personal safety should be a top priority. “Always be cautious and aware of your surroundings. Carry a phone with you at all times,” Duncan says. “Personally, I don’t leave my truck at night. I make sure to get fuel and shower mid-day.” When possible, she opts to spend the night at customer sites or rest areas. While she has not been formally trained in self-defense, Duncan has learned a few simple defensive techniques, and she always carries a heavy metal travel mug that could be used to help ward off would-be attackers. (In Canada, truck drivers are restricted from carrying firearms or defense weapons.) The right attitude is also essential. “You need to give off an aura – have fire in your eyes,” Duncan says.

### Stay Informed

A variety of technology tools are available to help ensure safety on the road. Duncan keeps her CB radio on at all times and downloads 511 apps for states that she travels in regularly for real-time traffic information. The Trucker Path app helps with finding truck stops and checking parking availability. She also monitors the Weather Network and Google Maps regularly. “It’s good to stop and stretch every two to three hours and check roads and traffic. That way you can adjust your route if you need to,” she explains. “Just going 20 miles out of your way might help you avoid a storm, road construction, or a traffic delay.” Duncan also relies on the powers of observation. “In the winter, for example, pay attention to on-coming truck traffic. If you see snow spray on most of the vehicles coming your way, you will know there’s snow up ahead,” she says. “Talking to other drivers can also be helpful.”

### Be Courteous

Duncan encourages all drivers to be courteous on the road and tries to be a good role model. For example, when another truck wants to pass her, she slows down and lets them do so safely. “A lot of companies have now capped truck speed at 60 to 65 miles an hour,” she explains. “It only takes a couple of seconds to slow down and allow another truck to pass safely. It’s a good defensive driving habit to get into.”

*Barb Duncan, driver for Warren Gibson Transport shares the tips listed above. Michele Wade is responsible for writing them up for the Women in Trucking blog for the April 20, 2021 post.*





The life of a chaplain is never dull. Every day they see things, meet people, and have conversations that range from a simple “pray for me” transaction to listening to the latest conspiracies, end times status report, or intense personal matters. No matter what, our chaplains in the field are blooming where God has planted them. Our chaplains need your prayer, so please keep them lifted up to God our Father in prayer.

There is progress being made for chaplains to serve in trucking companies. In addition to our presence at truck stops, we continue to work toward ways to bring the good news of Jesus and encouragement to trucking companies. We are excited to see that happening.

Chaplain Ken Eakins is back in action. Over the last two months Ken has had two surgeries for blocked arteries to his heart. He is a walking testament to the grace of God. We are glad Ken is returning to the ministry in the Indianapolis area.

There is forward movement with TFC Global’s ICTA. The International Christian Trucking Association is one of TFC Global’s ministries. It is designed to provide a way for Christians in the trucking community develop community, fellowship, grow in their faith, receive resources and additional training. It is also designed to connect those in the trucking community, such as retired drivers, trucking company owners, truck stop owners and anyone interested in supporting, encouraging and taking action to serve those in the trucking community. Yes, there is the need to share the gospel with everyone who we meet, but it is also important to provide tangible community and fellowship for the Christian driver or trucking company worker. Membership also has the perk of funding our TruckersLife Foundation which provides financial assistance for urgent and unexpected needs that our chaplains can learn about and follow up. When someone joins the ICTA, their information is sent to the TFC Global chaplain closest to them to be included in what the ICTA is designed for.

Our chaplains are starting to host breakfasts and other meetings to bring those in their area together for ICTA fellowship and a planning time. This is something you can support. Check out more details on our website at [www.TFCGlobal.org](http://www.TFCGlobal.org) and click on the ICTA “Read More” button on our homepage.





***TFC Global president, Ron Fraser was part of the team who wrote for this book, just released in June. Scan the QR code to order this resource.***







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*\*Visit our website for contact information.*

## UPCOMING TFC GLOBAL EVENTS

**August 20: ICTA Breakfast, Cambridge, MD**

*(Contact Shane for details at [shaned@tfcglobal.org](mailto:shaned@tfcglobal.org))*

**August 20: Susquehanna Chapter Breakfast**

*(Contact Don Goss for details at [nancysbaskets@verizon.net](mailto:nancysbaskets@verizon.net))*

**September 27–30: TFC Global Staff Retreat**

**September 30: Ohio Truck Show, Mt. Hope, OH**

*(Contact Stan for details at [stanw@tfcglobal.org](mailto:stanw@tfcglobal.org))*