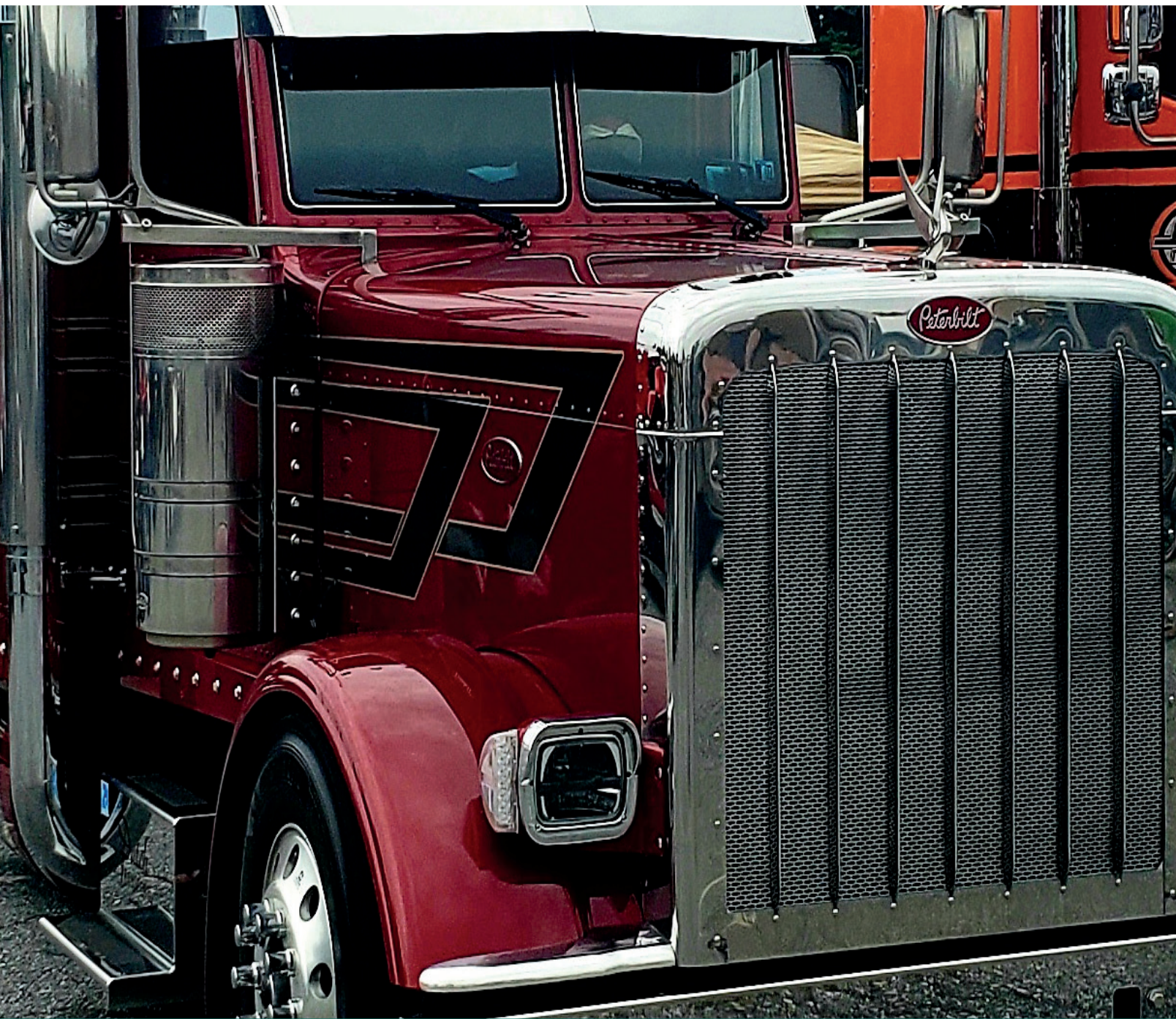




HIGHWAY NEWS



TFC GLOBAL

VISIT US AT WWW.TFCGLOBAL.ORG

SEPTEMBER 2022

A WORD FROM OUR PRESIDENT

Physical and Emotional Pain

Sometimes our pain is physical, and sometimes it is emotional. Our chaplains minister at truck stops across the US and Canada as well as in companies related to the trucking industry. On a day-to-day basis, they deal with issues of addiction, pornography, depression, suicide, broken marriages and human trafficking. You cannot even begin to know what goes on behind the scenes in this industry, affecting both Christian and non-Christian alike.



The comfort in all of this is that we are able to share that God cares about what you are going through, and although physically alone either at home or on the road, you are never out of God's sight.

The Bible tells us *"In the same way, the Spirit helps us in our weakness. We do not know what we ought to pray for, but the Spirit Himself intercedes for us through wordless groans. And He who searches our hearts knows the mind of the Spirit, because the Spirit intercedes for God's people in accordance with the will of God."* (Romans 8:26-27)

The Lord knows us. He knows us better than anyone ever has, or ever will. He knows and understands our infirmities, the daily afflictions and addictions that trip us up and restrict us. There is comfort in knowing that no matter what we are going through, the Lord understands and is with us as we suffer.

Do you feel that sometimes no one can comprehend the degree of pain, frustration, or depression that you are experiencing? Do you feel that family and friends are almost in an alternate reality without the means to fathom your struggles?

Sometimes it is easier to hide what is going on in our lives than spend time and energy expressing our pain and suffering to others who we feel may not be able to comprehend the depth of our struggles. In hiding we can end up isolating ourselves and missing the comfort and help others could offer us because we are so weary of trying to explain our situation, or maybe just too embarrassed, or we keep coming across those who either can't comprehend, or really have no desire to try to understand. Yet, we can also miss true comfort and kindness from those who genuinely care and wish to help.

I've heard the saying, "Every man dies alone." I have often thought that those who suffer, for the most part do so alone as well. When it comes to suffering, too often it seems it is destined to be endured in silence and loneliness. I suspect that suffering people are among the loneliest and most depressed people on earth, not because they want to be, but because so few people can, or are willing, to try to step into their shoes and reach them in their pain and misery. Though one may die alone in an ultimate sense, we do not have to believe or accept that we must suffer alone. God will provide a way through the pain. Whatever is causing your pain, whether physically or emotionally, God can see you through it. There is no pain, no addiction, no sense of hopelessness that God cannot help you through if you are willing to turn your life over to Him and accept Jesus Christ as your Savior. He WILL walk the suffering with you.

Even when friends and family fail us, even when it seems we are isolated in our own difficult world of suffering and pain, comfort yourself with the knowledge that you are never truly alone. There is a God who cares, and He is with us in our suffering and pain. I Peter 5:7 says *"Casting all your care upon him; for He cares for you."*

When you are tempted to give up trying to communicate your pain, and tired of the pat answers in response to your pain, keep in mind that God is with you in your affliction, and He understands what your suffering better than anyone else ever can or will. You're suffering matters to Him. You matter to Him!

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Cover truck featured at Keystone Diesel Nationals.



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by John Eversole, David Stroup, & James Parker*

*In Memory of Norman Johnson
by Mr & Mrs Wilbur Slauson*

*In Memory of Alice Rittenhouse
by her husband Sam Rittenhouse*



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

DOPAMINE DETOX — PART 7

By Brad Huddleston

The Possibility of Threats of Self-Harm, Suicide & Violence

It has been my experience that most of those addicted to social media have no intention of giving up the habit. Those addicted to porn rarely disagree with my seminar and admonition to repent. They acknowledge the harm it is causing and want to detox, but the bondage runs extremely deep, and they can rarely break the hold. It's the video gamers that concern me the most. More specifically, I'm troubled by the deep anger I often see in them when my seminar confronts their addiction. On rare occasions, I meet gamers who acknowledge that the addiction is causing damage and want freedom. Most, however, angrily display their opposition to stopping. Although addiction to social media, pornography, and video gaming are causing similar damage as traditional drugs, there is no cultural stigma with digital drugs. Schools, the workplace, friends, the church, and culture all endorse the "always-on" lifestyle.

I'm not writing this to scare you, especially if you're a parent and know that your child is not going to react very well to a detox. Knowing that your child might exhibit extreme and unacceptable behavior is more reason to follow through with your detox plan. The longer you let the problem go, the worse it will get.

Let's first deal with what could be your greatest fear. If your child threatens suicide for any reason whatsoever, settle in your mind right now that you will do whatever it takes to help them. You might have to call emergency services, drive them to the hospital, contact your pastor, call your friends in a panic and seek their immediate help. There is absolutely no shame in doing what you have to do to keep your child from harming themselves. Ask yourself this question: Would you shame your friends if they called you in a panic? You most likely thought to yourself, "Of course not! I wouldn't judge them. I would love and help them unconditionally." If your friends are true friends, they will feel the same about you.

I strongly recommend that you sit down with your spouse and formulate a plan if the worst-case scenario happens. Inform close friends in advance and let them know what you are about to undertake and ask for their prayers during your family tech fast. If you have a close enough relationship, ask if you can lean on them should someone in your family have severe withdrawals. Most importantly, lay a foundation of prayer and possibly fasting (from food) before undertaking the digital detox. Remember, you are not just going to be in a physical, emotional, and mental battle, but a spiritual one. Taking back the ground that Satan has stolen will be a fight, but one we can win!

I have some hope and encouragement for you from Dr. Victoria Dunckley. Writing about her reset program, she says, "It may be reassuring to know that I've worked with children who have threatened to hurt themselves if screens are taken away, and I've seen children go through some depression or anxiety during the initial stages of the fast, but I've never had a child commit an act of self-harm in relation to this program. In fact, children with a history of self-injurious behaviors tend to get better, not worse."





A LEGACY OF SERVICE

Recently the office in Marietta, Pennsylvania gathered together for a special lunch honoring the many years of service Cerwin and Doris High have given to our ministry. When asked how long they had served, this is what they sent, written by Doris.

"This is a long way of saying 32 years on staff. 1990 to 2022. I have worked in a TFC office for 45 years. 1977 to 2022. Because of your question, we did some reminiscing and wanted to document the following memories for our sake, so I will send it along.

1973: Our first contact with TFC was when the Lancaster Chapter held their first banquet. Wow! That is 49 years ago.

1977-1987: I volunteered one day a week in the Northeast Region Office for Mel and Joyce Mast near Morgantown, PA. He was the first Northeast Region Director. Regions were established in the summer of 1976. Later that year I asked Joyce if she needed any help in the office. She said, "Yes. We want to set up bulk mailings. Would you be willing to help with that?" The rest is history. I started sometime in the spring of 1977.

- During this time Cerwin was on the Northeast Advisory Council – 1982-1990 – a board that helped Mel with region decisions.
- Cerwin was Lancaster Chapter's treasurer, and I did his office work – typing receipts and reports. We may have served in that office for half-a-dozen years (or more).
- Cerwin did a radio program for WIOV with Wendell Boyle. We don't remember the timeline on that, but it was for several years.
- We became Truck Rally Coordinators in 1984 when Norm Ebersole resigned. Our first rally was 1985.

1987-1990: I went to Ohio in 1987 to train on TFC's database (Joyce did not like computers.). After training, I went to the office two days a week. Volunteering one day and getting paid for the second one.

February 1990: Cerwin and I came on staff after Mel Mast passed away from cancer. Cerwin was the Northeast Region Director, and I was the Northeast Region Office Manager. At the end of 2006, when regions were discontinued, Cerwin became Director of Chapel Construction, and I worked in Communications. That is when I began preparing and mailing newsletters for everyone on staff in the USA. Prior to that I only did newsletters for Northeast Region staff.

We think it was the end of 2017 when we chose to give up our pay and volunteer our time.

1976-2017 – Chapel Construction: Cerwin volunteered and helped build most of the chapels that were built in this region before he came on staff in 1990.

- The first one built for this region was in 1976. It was a mobile chapel that eventually became the first permanent chapel and was placed at P & M Plaza near Harrisburg, PA, in 1986.

We mentally went over the chapels for which he was in charge of construction from 1990-2017. It looks like 21.

- Northeast Region: Bartonville, Buffalo, Elkton Flying J, new replacements for Harrisburg, Elkton TA, Shrewsbury, Frystown
- Outside our region: Beaverdam 2, Rochelle, East St. Louis, Indianapolis, Hudson, Racine, Houston, Dade City
- Canada: Quebec, Chilliwack, Calgary, Pass Lake
- Mobile 1 and Mobile 2
- Cerwin built his last chapel in 2017 which is the newest mobile chapel. By 2018 he was ready to retire from chapel construction, but continued to be involved with the Lancaster Banquet, PA Truck Rally and taking the mobile chapel to truck shows through 2019. Until full retirement in 2021 he was involved with chapel and office maintenance. On occasion, he still takes the TFC Global tractor to the garage for inspection.

The most fun part of serving with TFC was delivering chapels to truck stops and taking a mobile chapel to truck shows. The highlight and most memorable was driving to the west coast to deliver the chapel to Chilliwack, BC. We got caught in a snowstorm and stayed in a truck stop near Mitchell, South Dakota, for almost 3 days. The most rewarding part of serving with TFC was hearing about lives that were changed due to a salvation or rededication, meeting chaplains, truck stop owners and truckers.

You can keep up with the travels and musings of Doris in her prolific blog located at dorishigh.com.

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 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!

SIGN UP TODAY!

Complete the form on our website:

TFCGlobal.org/HighwayNews, or

Email 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; Phone: 717-426-9977

ASSOCIATION OF CHRISTIAN TRUCKERS OF SOUTHERN AFRICA



This June, Brian Teputepu has received materials from TFC Global that will be used for a trip to the Democratic Republic of Congo. The magazines and devotionals will be handed out to truck drivers in this area. A local volunteer, Simon Nyirenda has led two outdoor Sunday meetings and distributed other resources to the truck drivers.

Materials for the Masvingo location, a stop on the Zimbabwe border, have been delivered for distribution during the drivers down time waiting for passage across the border.

ACTSA is using the Whatsapp group to share daily devotionals to 65 truck drivers.

The collection of information from drivers and their families will be used to acknowledge and celebrate their birthdays and other special days.

- Pray for the Kasumbalesa border outreach.
- Pray for more drivers to listen to the daily devotionals.
- Pray for additional Bibles and materials in the Swahili and French languages to be available.
- Pray for the follow up from the DRC trip.
- Pray for safety and wisdom for the volunteers at border crossings as they share God's truth.



INTERNATIONAL MINISTRIES GIVING OPPORTUNITIES

1. Travel costs for getting affiliates to the TFC Global staff retreat — \$5,000
2. Motorcycles/Bicycles for Norbert & Friends and Going Home Africa Ministries.
3. Training materials to be printed for chaplaincy training — \$500
4. Monthly shipping cost to get magazines, Bibles and Gospel of John booklets to our affiliates — \$350.



NORBERT & FRIENDS TFC GLOBAL PROJECT, TANZANIA

Norbert and Friends is working in Tanzania reaching drivers at various car parks. At that evangelism outreach, many drivers are coming to know Christ as their Savior. Dr. Norbert also conducted seminars for church leaders to encourage them to reach out to specific groups like the trucking community. His ministry team is also working on training coordinators in a unified way to reach the 17 regions of Tanzania. Translation of the TFC Global English New Testament into Kiswahili is being planned.

- Pray for motorcycles and laptops so that coordinators can reach more drivers as well as report on their accomplishments.
- Pray for a way to get food to those coordinators so that they can do God's work without grief.
- Pray for wisdom in the planning and logistics of training programs.
- Pray for the safety and wisdom of the many outreaches that involve the ministry of Norbert & Friends.



GOING HOME AFRICA MINISTRIES, MALAWI

Francis Ananda Chipukunya with Going Home Africa Ministries has distributed 60 Bibles, 25 TFC Global New Testaments with devotionals and reading plans, and 3,000 tracts and Christian books. There are 30 people that want to be trained to be a chaplain to the trucking community in Malawi. Entering into an agreement with the Truck Drivers Union of Malawi will allow the 15,000 members and their families to hear about the truth of Jesus Christ. There are plans to reach all of the border posts in Malawi.



- Pray for additional Bibles and Christian materials for distribution
- Pray for bicycles to increase the reach of the gospel.
- Pray for a van that can travel to outreach opportunities.
- Pray for a connection to provide shirts for a unified look to the volunteers with this ministry.
- Pray for funding to train the people who want to be chaplains.

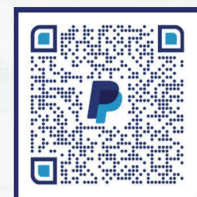


LOVE THE LORD BUT FEELING ALL ALONE? BECOME AN ICTA MEMBER TODAY



Lonely hours on the highway with not many people to talk to and wishing you had a way to connect with other Christian drivers? Home for the weekend and wondering how you can join with other trucking industry-related people in your region for breakfast and a time of community and prayer? Then come join the **International Christian Trucking Association**. This group has been created to provide a way for the trucking industry and their families to know Christ and grow in their Christian faith through discipleship opportunities, educational resources and seminars. Our desire is to connect professional drivers, retired professional drivers, trucking company owners and other trucking-related individuals in supporting and encouraging one another. These are all people who have a passion for the trucking industry. Please check out our website www.TFCGLOBAL.ORG for more membership benefit information or call us at 717-426-9977 for a free packet of information. Remember that 50% of your membership goes to help fund our **TruckersLife Foundation** which provides emergency financial assistance to drivers and their families.

Scan the QR code to give a financial gift in support of the ICTA and its mission.



TFC GLOBAL NEEDS YOU! START A CHAPTER WHEREVER YOU ARE!

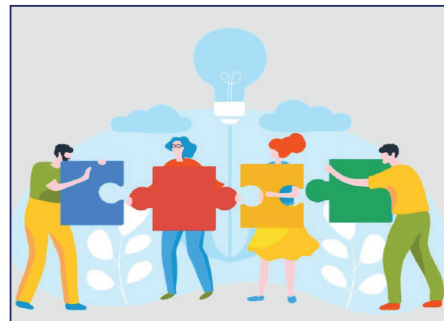
Do you have a heart for the professional drivers who travel our highways and for the trucking industry? Have you ever wondered how you or your church might partner together with TFC Global strategically for the cause of Christ in your area? Maybe TFC Global has had an impact on your life by leading you to the Lord or has been a source of discipleship while on the road as a new believer. Maybe you have family members who are in the trucking industry. Here is a great way you can help.

Apply to TFC Global to start a **REGIONAL CHAPTER**. Many individuals and small groups across North America have shown an interest in and support for the ministry of TFC Global but feel they have no opportunity to become more directly involved in the ministry. TFC Global regional chapters can form and function anywhere people are interested in ministry and can gather together to help promote and support the ministry efforts of TFC Global. These chapters help raise support for this ministry to help us establish new ministry centers, and they work with a staff chaplain to support the budget of an existing ministry center in their region. They help fight human trafficking through our Gateway To Freedom Foundation, and help drivers battle addictions such as pornography and alcoholism. They provide money for the day-to-day operations of TFC Global.

TFC Global chapters are committed to being a tool for God's provisions to His ministry through such things as upholding TFC Global in prayer, providing ministry to local drivers, volunteering at a local TFC Global ministry center, passing out TFC Global materials to trucking companies, holding fundraising events or anything else that helps promote and support the ministry of TFC Global locally, nationally and Internationally.

Regional Chapters can also help raise funds for our International Ministries outreach. There is an urgent need to share the gospel with thousands of ethnic groups who have never heard it. Roman 15:20 "Yea, so have I strived to preach the gospel, not where Christ was named, lest I should build upon another man's foundation. I Cor. 15:34 "Awake to righteousness, for some have not the knowledge of God: I speak to your shame."

You can make a difference. Please prayerfully consider joining us in this important work.



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 high-stress job that puts drivers at a high risk of chronic stress, disrupted sleep, and excessive time away from home. Many companies have prioritized the needs of their employees and drivers, the trucking industry weighs heavily on mental health issues, addictions, anxiety,

TFC Global has long recognized the need to come alongside companies and chaplaincy programs provide. In addition to the spiritual care for this community, TFC Global has established Centers located at truck stops or in the companies throughout the region of the trucking industry, providing 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 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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prioritized the health of their
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on the development of marital
ety and 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,*



TruckStruck

By Lynn Bolster

Tell Me About Your Injury

People always say to me, “trucking is some job, all you do is sit there, drive and enjoy the view.” While this is true, trucking is way more physical a job than most know. The physical part comes in spurts; you can be sitting for six hours and then all of a sudden find yourself unloading a trailer – by hand – as was one of my first trucking experiences. When we arrived at the consignee after riding all night, we assumed we could catch a quick hour nap while being unloaded. Surprise to us, we had to help unload the trailer and it was small boxes of baby formula, not on pallets but on the floor of a 48’ van. Do you realize how many small boxes were bread-lined out those doors? With each box, I had second thoughts about this job!

I have seen and heard of many an injury in this business. Loss of fingers, crippling back trouble and more – even death – are possibilities.

After we hadn’t seen one of our buddies who ran west regularly, we learned that he was on a 7% grade in western Maryland, lost his brakes and with no runaway ramp in sight, died as a result. Then there was Spangler who was covering a pile of steel plates. As he raised the tarp over the load, a wind caught it, picked up the tarp and Spangler into the air and flew them like a kite. Poor Spangler ended up on the asphalt with permanent back injuries and retired from trucking.

Or as the boys say, truckin’ don’t play.

My own injury story came one rainy day at the piers in Wilmington NC. We were setting up the side kit on our 48’ flatbed and the floor was slippery. Our plywood boards were stacked vertically against the trailer bulkhead. When I unfastened the straps that kept them standing, the back board buckled under the rest of the 26 boards, pushing them forward on top of me. I was thrown to the deck with all the boards landing on my left leg. The weight of them surely exceeded my weight. Bill and the guys loading us dragged me out from under and carried me to the sleeper. As I lay there, it felt like a knife had sheared through my hamstring and with every movement the pain took my breath away. My leg turned into a wild design of black and blue with ruptured blood vessels thrown in, but nothing broken. I had no medical insurance and refused

to go to the hospital. After we left the piers, we stopped to fuel, eat and clean up. I could barely walk, as I hobbled to the showers. And this is where the stupidity part comes in. I turned on the water and proceeded to step in, not thinking, with my injured leg first. Of course the tiles were slippery and down I went on my bad leg. I just sat on the shower floor in a pool of tears in searing pain as the water ran over me.

Two lessons I learned that day:

JUNK HAS NO FEELINGS. In the trucking, scrap/junk and heavy equipment arenas, everything is big, heavy and risk is associated with it all. This event showed me that if the stuff starts to move, tilt or fall, let it go. Don’t try to stop it, don’t try to fix things to avoid a mess, don’t try to be a hero, just get out of the way and let it fly.

NO LOAD IS WORTH YOUR LIFE. Drivers say this often and they mean it. In reality, the trucker is a one-person show and has to be the judge, protector and police of him or herself. Make each step deliberate. Now when I have to move anything of any weight, I stop, focus on what I am about to do, brace and then act.

The times when you least expect it are the worst. You can’t brace much when a chain is flying through the air straight for your head. We were chaining down steel coils and Bill was fixing to throw a chain over, yelled “heads up” but I didn’t hear him for the steel mill noise all around us. You guessed it, I got the hook in the head. It didn’t cause any physical damage but Bill would have probably begged to differ about mental damage! Just kidding of course but have you heard the expression if safety is a joke, death could be the punchline?

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.



Háblame de Tu Lesión

La gente siempre me dice: “Ser camionero es un trabajo fácil, solo tienes que sentarte allí, conducir y disfrutar de la vista”. Si bien esto es cierto, el transporte en camión es un trabajo mucho más físico de lo que la mayoría cree. La parte física viene a borbotones; puedes estar sentado durante seis horas y luego, de repente, descargar un remolque, a mano, como fue una de mis primeras experiencias con camiones. Cuando llegamos al consignatario después de andar toda la noche, pensábamos que podríamos dormir una siesta rápida mientras nos descargaban. Por sorpresa para nosotros, tuvimos que ayudar a descargar el remolque, lleno de pequeñas cajas de fórmula para bebés, no en pallets sino en el suelo de una camioneta de 48 pies. ¿Te das cuenta de cuántas cajas pequeñas estaban dentro de esas puertas? ¡Con cada caja, tuve dudas sobre este trabajo!

He visto y oído hablar de muchas lesiones en este negocio. La pérdida de dedos, problemas paralizantes de espalda y más, incluso la muerte, son posibilidades. Después de no haber visto a uno de nuestros amigos que conducía hacia el oeste con regularidad, nos enteramos de que estando en una pendiente del 7 % en el oeste de Maryland, perdió los frenos y, como resultado, murió sin una rampa de seguridad a la vista. Luego estaba Spangler, que cubría una carga de placas de acero. Cuando levantó la lona sobre la carga, un viento la llenó, levantó la lona y a Spangler hacia aire y los hizo volar como una cometa. El pobre Spangler terminó en el asfalto con lesiones permanentes en la espalda y se retiró del transporte por carretera.

Como dicen los muchachos, con el “camionero” no se juega.

Mi propia historia de lesiones llegó un día lluvioso en los muelles de Wilmington, NC. Estábamos instalando el kit lateral en nuestra plataforma de 48 pies y el suelo estaba resbaladizo. Nuestras tablas de madera contrachapada se apilaron verticalmente contra el mamparo del remolque. Cuando desabroché las correas que las mantenían en pie, la tabla trasera se dobló debajo del resto de las 26 tablas, tirándolas sobre mí. Fui arrojado a la cubierta con todas las tablas cayendo sobre mi pierna izquierda. Su peso seguramente excedió mi peso. Bill y los muchachos me sacaron

de debajo y me llevaron al dormitorio. Mientras yacía allí, sentí como si un cuchillo me hubiera atravesado el tendón de la corva y con cada movimiento el dolor me dejaba sin aliento. Mi pierna se convirtió en un diseño salvaje de negro y azul con vasos sanguíneos rotos, pero nada roto. No tenía seguro médico y me negué ir al hospital. Después de dejar los muelles, paramos para cargar combustible, comer y ducharnos. Apenas podía caminar, mientras cojeaba hacia las duchas. Y aquí es donde entra la parte de la estupidez. Abrí el agua y procedí a entrar, sin pensar, con mi pierna lesionada primero. Por supuesto, las baldosas estaban resbaladizas y caí sobre mi pierna mala. Simplemente me senté en el piso de la ducha en un charco de lágrimas con un dolor punzante mientras el agua corría sobre mí.

Dos lecciones que aprendí ese día:

LA MATERIAL NO TIENE SENTIMIENTOS. En las arenas de camiones, chatarra y equipo pesado, todo es grande, pesado y el riesgo está asociado con todo. Este evento me mostró que si las cosas comienzan a moverse, inclinarse o caerse, déjenlas ir. No intentes detenerlo, no intentes arreglar las cosas para evitar un desastre, no intentes ser un héroe, solo sal del camino y déjalo volar.

NINGUNA CARGA VALE TU VIDA. Los conductores dicen esto a menudo y lo dicen en serio. En realidad, el camionero tiene que ser el juez, protector y policía de sí mismo. Haz que cada paso sea deliberado. Ahora, cuando tengo que mover algo de cualquier peso, me detengo, me concentro en lo que estoy a punto de hacer, me preparo y luego actúo.

Los momentos en los que menos te lo esperas son los peores. No puedes prepararte mucho cuando una cadena vuela por el aire directamente hacia tu cabeza. Estábamos encadenando bobinas de acero y Bill se disponía a lanzar una cadena, gritando “atención”,

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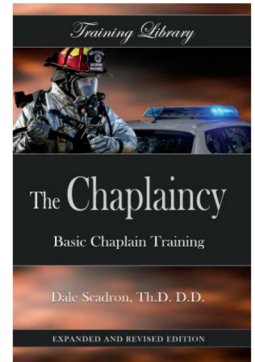
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A guest on TFC Global's TruckersLife radio program, Kelly Mack McCoy is a semi-(pun intended) retired truck driver turned author. He spent most of his career behind the wheel of an eighteen-wheeler traveling extensively through 48 states gathering a lifetime of material for his books.



Rough Way to the High Way is his first novel and the first in a series of novels about the adventures of trucker turned pastor turned trucker Mack McClain. His second book, a devotional, is now with a publisher. He is currently working on a ghostwriting project as well. Kelly Mack McCoy lives in Spring Branch, Texas with his lovely wife Miss Emily and their two Yorkies, Dixie and Dolly.

Check out the interview with Kelly on your favorite podcast platform. Order his book on Amazon, available in Kindle and hard-copy versions.



Fort Worth Star-Telegram

Family: Sex trafficking of North Texas teen taken from Mavs game could've been prevented

MAY 11, 2022 7:32 PM

You may have read the headline or hear the story of a 15-year-old girl who was sex trafficked from a Dallas Mavericks' game on April 8, 2022. To give a quick summary of the story, the girl was attending a playoff game with her stepfather. During the second quarter of the game, she went to the bathroom and unbeknownst to her stepdad, she met a man who coerced her to leave the game with him. She went missing. Ten days later, she was found in a hotel room in Oklahoma City where she was being sexually exploited for profit.

For many unfamiliar with the issue of sex trafficking this is an especially shocking story. Reactions like, "How could this happen?" are to be expected. You might even be tempted to assume that this is just a terrible story but not something that happens often. A statement from the girl, through her mother, being interviewed by ESPN, is a chilling response to that sentiment. The girl told her mother a couple of days after she was found that she had met "so many other girls" in Oklahoma. And, she said, "I wonder how long they have been in this life, but no one looked for them." (espn.com/espn/story/id/34109347/parents-texas-teen-speak-human-trafficking-case)

The reality that this statement brings to light is that sex trafficking is more common than most people realize. There really are "so many other girls" (and boys) that are being sexually exploited for profit in our great country.

The article by the Fort-Worth Star Telegram (above) is correct; this incident could have been avoided. However, it is short-sighted regarding, "how". The family of the girl places the blame on the Dallas Mavericks' security personnel as well as the Dallas police department. They should have been better prepared and alert to the issue. Whereas that may or may not have prevented this particular girl from being trafficked, what about all the others? It wouldn't have prevented the other girls (and boys) from being trafficked.

So, how could this incident truly been prevented? To answer that question, we need to first ask, "Why was the girl being trafficked in the first place?". The answer is as simple as it is disturbing. The girl was trafficked because it is profitable to do so....wildly profitable. To put it another way, the girl was trafficked because men buy sex!

Therefore, to truly prevent stories like this one from happening, reducing and ending the buyer demand is the answer. That is why the Gateway To Freedom Foundation exists. GTFF creates solutions and shares resources to end the buyer demand. We need your help. If you read the headlines like the one referenced in this article, and you would like to help prevent them from happening again, connect with us at GTFF. Email us at gateway@TFC-Global.org or visit our website at GatewayFF.org.

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.



Trucking with Women in Mind

By Ellen Voie, President & CEO, Women in Trucking

COMBATting HARRASSMENT IN TRUCKING

The Women In Trucking Association strives to be a resource for the trucking industry. This means we spend a great deal of time collecting data from our members. Everything from recruiting and retention to harassment is analyzed and the results are either shown in White Papers (documents highlighting facts and solutions), webinars, or benchmarking information.

Late last year we conducted a survey on harassment and over 400 drivers responded. The results were concerning. Nearly seventy percent of drivers claimed verbal harassment and nearly half said they had been verbally threatened at least once. Shockingly, 57 percent reported receiving unwanted physical advances and six percent claimed they had been raped. The results are unfortunate, and now our goal is to work to prevent these occurrences to make the trucking industry a safe place for women (and male) drivers. Adrienne Lawrence, former anchor, and legal analyst for ESPN wrote about her experience in her book, "Staying in the Game." The subtitle is, "the playbook for beating workplace sexual harassment." Her insights and her advice are valuable.

First, according to Lawrence, men are the dominant initiators of workplace harassment accounting for ninety percent of the harassment toward women (and 70-80 percent of harassment toward men)! Jobs where harassment is most likely to occur are in historically masculine jobs, such as trucking. This is partly due to feelings against those who don't fit the gender norm for that occupation.

Forms of harassment in order of occurrence beginning with the most common are staring, suggestive comments, attempts to talk sex, offensive images, asking the victim out, trying to initiate a sexual relationship and finally, unwanted touching.

The author describes five types of harassers. There is the "borderline inappropriate" guy who is subtle but shady and often operates just under the legal description of harassment and will deny any insensitive behavior. The next guy acts as if he wants to be your mentor or friend and takes you under his wing until you realize he's crossed a line with his "friendly" behavior and isn't truly looking out for you. The third type doesn't even hide his actions, but the company tolerates him because he's an important part of the team. The final two types of harassers are the power player whose goal is to dominate you and he's got the authority to make you uncomfortable, and finally, the guy who claims to support you but doesn't do a thing to stand up to the harasser.

Many female drivers will tell you they've never experienced harassment while others claim to be the subject of harassment often. How do you know if you're being harassed or not? Lawrence says to trust your judgement. Ask yourself why you feel uncomfortable around certain people and whether you are making a conscious effort to avoid that person. Would you feel ashamed telling someone else about the behavior? Trust your gut, the author advises!

Lawrence's "playbook" starts with documenting the behavior. Without timely and accurate evidence, the harasser will claim it never happened. If possible, record the interaction with your phone, and use video if possible. A second option is to get an eyewitness account from a bystander and record their recollection. If the harasser leaves a paper or electronic trail, such as notes, emails, text messages or social media posts, be sure to capture them and save them for future reference. Lawrence suggests you send all of these "receipts" to an encrypted email or other account, so you don't lose them.

Adrienne Lawrence sued ESPN for sexual harassment in 2018 for not addressing her complaints dating back to 2015. She reached a settlement the following year. As an attorney, she has a better understanding of the legal terms and describes the process to stop harassing behavior in the workplace. For those of us in the trucking industry, we hope you never experience this type of negative interaction, but if you need a playbook on beating it, check out Lawrence's book, "Staying in the Game."



By the time you read this we will be enjoying the final days of summer. Our chaplains have been faithfully serving through the heat and some extreme weather in parts of our great country. There was a massive storm that went through Sioux Falls, SD, where Chaplain Ryan is. The pictures were pretty intense.

The life of a TFC Global chaplain requires navigating the calling of God to be a husband, father and chaplain. No one's life is easy, but I want to ask for special prayer for our chaplains. The industry is changing rapidly and with the constant squeezing of truck drivers' income and potential political threats of forcing trucks to go electric there will inevitably be more anxiety and issues for trucking companies and drivers.

Our chaplains are working to develop an area of ministry, where more people in the trucking community are rather than one spot at a truck stop. For some chaplains this is easy and taps into their entrepreneurial side. For others, this is a tougher process for them. Therefore, I ask for prayer for our Chaplains. Colossians 1:9 says, "For this reason, since the day we heard about you, we have not stopped praying for you. We continually ask God to fill you with the knowledge of his will through all the wisdom and understanding that the Spirit gives."

Please pray for:

1. Their identity to be solid as the Image of God on earth as they live out their calling from God
2. Fresh connection to God – they live in some isolation in their role as chaplain
3. Wise balance in leading their families as they serve as chaplains
4. The spiritual health of their marriages
5. Courage as they develop ministry teams
6. Courage as they present TFC Global chaplaincy to trucking companies
7. New Faith Partners to encourage them with prayer and financial support
8. Confidence as they present the work of TFC Global to churches and organizations

This is something you can do right now. Please stop for a few minutes to keep TFC Global Chaplains lifted up in prayer.

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Visit our website at www.TFCGlobal.org for more information.

UPCOMING TFC GLOBAL EVENTS

September 17: ICTA Breakfast, Cambridge, MD

(Contact Shane for details at shaned@tfcglobal.org)

September 17: Susquehanna Chapter Breakfast

(Contact Don Goss for details at 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)

October 8: Rochelle Banquet, Rochelle, IL

(Contact Jay for details at rochelleil@tfcglobal.org)

October 22: Sioux Falls Banquet, Sioux Falls, SD

(contact Ryan for details at siouxfallssd@tfcglobal.org)