

HIGHWAY NEWS

Big Iron Transport's Little Gun, a Kenworth W900 beauty. Check out pages 4-5 for more photos of their fleet.
04



A WORD FROM OUR PRESIDENT

What are you up against today? Maybe you see a mountainous problem ahead of you and wonder, man how am I going to deal with that? It could be a deadline or a medical issue or a financial challenge. Before long you just feel overwhelmed with anguish and frustration. I want to encourage you to walk by faith. Now I know you cannot ignore the reality of what's going on around you. The mountain is still there, facing you, and you can't be a proverbial ostrich that sticks its head in the sand. But it's been my experience that if I keep my eyes focused on Jesus and continue walking by faith, He can take me to the other side in victory. The Bible tells us Jesus is the Author and Finisher of our faith. He has promised that He will never leave us or forsake us and will see us through to the very end. We don't need to live in defeat and despair. He will help us conquer every mountain, because His plan is for us to experience victorious Christian living as a way of life. Know this. You can't conquer mountains on your own; you don't have the strength to do it. But Jesus does have the strength, and He wants to use His strength to conquer your mountains if you will put your hope and trust in Him.



If there's a mountain ahead of you today, call out to Jesus who is your strength, "O Lord, do not stay far away! You are my strength; come quickly to my aid!" Psalm 22:19

You know when I think of all the troubles I might face in this world, I fall to my knees and pray to the Father, the Creator of everything in heaven and on earth. I pray that from His glorious unlimited resources, He will empower me with inner strength through His Spirit.

But what if you don't know Jesus Christ as your Savior? In fact, if you are reading this and you have no clue as to what I am talking about, yet you know in your heart there is something missing, something lacking in your life. And, you want to experience that victory that I have been writing about, pay attention to this. In Matthew 27, we have the story of the crucifixion of our Lord Jesus Christ. People watched Him on the cross, hanging there, dying for you and for me. And some said He saved others but he can't save Himself. Let me tell you this! Jesus chose to stay on the cross and die. What held Him on that cross? It wasn't the nails. It was His love for you.

As you go through your day today, think about the fact that God loves you unconditionally. He knew you before you were in your mother's womb, and He loved you before you even knew Him. He loves you with an everlasting love.

Scripture is very clear: Jesus is God of all creation, and He came to this earth for the very purpose of dying for you. He could have saved Himself at any time, but He chose to stay on that cross so that He could have a relationship with you. The truth of the matter is that Jesus did not save Himself so that He could save you. How you handle this truth is up to you. You can either accept His free gift of salvation or you can reject it. What will your answer be?

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Want to read this magazine in another language? Use your favorite translation app and let us know what you enjoyed. We recommend Google Translate.

FEATURE: THIS IS BIG IRON TRANSPORT, A COMPANY FROM PENNSYLVANIA WITH SOME BEAUTIFUL TRACTORS. MEET LITTLE GUN ON THIS PAGE. MEET BIG RED, BIG BLUE, BIG SMOKE, BIG OCK, & TRUCK #65 ON THE NEXT PAGE.

Joe and Melissa Hertel are the founders and owners of Big Iron Transport. Their journey started in 2002 when Joe obtained his commercial driver's license and started driving for a company. Over the years, Joe's career led him to a place he did not expect. He became an owner/operator.

In February of 2015, the first truck and trailer were purchased. After some small custom upgrades to that first Kenworth W900, Joe was ready to grow his fleet. He purchased two more Kenworth W900 glider kits, both being custom builds, and a brand new, off-the-lot, Kenworth W900. Three custom MAC trailers (with conestogas) were bought to pair with those custom rigs.

Joe is a proud disabled Army veteran, former member of the 82nd Airborne out of Fort Bragg, North Carolina, wounded in a parachute accident. With his wife, Melissa, who runs the office, the company holds to the following mission.

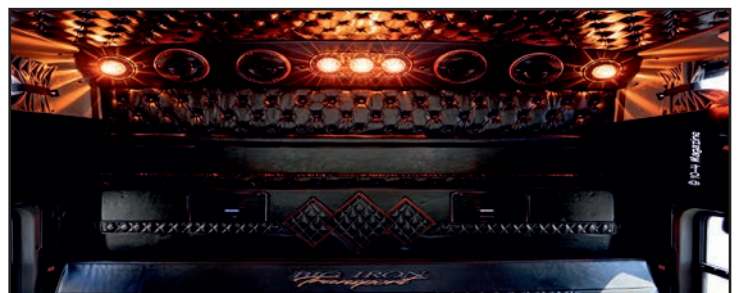
“Our goal is to provide the highest level of specialized transportation services with a strong commitment to load securement, while providing a safe work place for our employees and maintaining honesty, loyalty, and respect with our customers and business partners.”



BIG IRON

Transport

LEBANON, PA.



HONOR A DRIVER; SHARE A STORY

Your truck can be our magazine cover with a feature article inside.



TESTIMONIAL

What a wonderful surprise to have our son Austin's truck on the cover of TFC Global's Highway News monthly magazine. So proud of what Kiser Trucking stands for and for all our drivers and employees.

MELISSA KISER
Kiser Trucking



PRINTED COPIES

We provide 5 complementary copies of the magazine once it is printed.



DISTRIBUTION

We send 5,000 issues of the magazine around the United States, Canada, and Africa.



EMAIL OF MAGAZINE

We send the magazine digitally to a large mailing list who will see your truck and the feature article.



DIGITAL MARKETING

We use the photos and article information to post to our social media platforms.

TRUCKING TALES



YOUNG & STUPID SERIES - TRAINING WHEELS II

After Sergeant Carter morphed back into Joe Cool, I was somewhat at ease as we descended the first steep hill of my training. I gently applied the brakes upon approaching a sharp curve.

"Not yet!" My instructor snapped. Much to my chagrin, Sergeant Carter was back to his old self.

"What?" I asked, a little startled by the outburst. I applied more pressure to the brakes.

"You don't need to hit the brakes so soon."

The white lines were passing at a slower rate now, for which I was grateful, after we rounded the curve and headed uphill once more. But the downhill side of the next hill was a steeper grade than the first, and scarier since there were numerous twists and turns. I waited an instant longer this time upon approaching the first curve before easing on the brakes.

"Not now!" Sergeant Carter barked, as he turned to face me. He slapped the dash with the palm of his hand. "Don't hit the brakes until you get closer to the curve!" After slinking back down into his seat he assumed his laid-back, disinterested Joe Cool demeanor once more before turning to watch the sparse vegetation on the hillside roll by like slow-motion tumbleweed.

"Just trying to be cautious," I said.

"Well, you're being too #%*! Cautious!"

So much for Joe Cool. I shrugged before responding. "Okay, I'll wait a little longer to apply the brakes on the next curve."

As we ascended the next hill, Sergeant Carter's Joe Cool persona seemed to melt away on his face, like the makeup from a snake-oil salesman's female partner on a hot summer night. Just couldn't cover up the ugly anymore. I watched him out of the corner of my eye and relaxed my vice-like grip on the steering wheel. I took on a Junior Joe Cool posture of my own.

As we topped the hill I hazarded a glance in the direction of Sergeant Carter, seeking some kind of sign. His expressionless eyes were fixed on the passenger side mirror as he slumped in his seat. When I looked back to the curve at the bottom of the hill, I decided it was coming at us at a speed way too fast for my comfort. I gingerly applied the brakes, hoping Sergeant Carter wouldn't notice. He did.

Not yet!" Sergeant Carter yelled. He wrapped his hands around his armrests and turned to me. "Listen, if you're going to learn how to handle one of these #%*! rigs you're going to have to learn not to be so #%*! cautious. You can take these hills a lot faster than you are. Just don't worry about it so #%*! much!"

"You got it," I said, "I won't hit the brakes until I have to."

By the time we topped the next hill, Sergeant Carter's Joe Cool character was about as believable as a bad actor in a Grade B movie. But still, he wouldn't abandon the role as he once again stared idly into the mirror. Only the reflectors marking the edge of the road were visible in the moonless night.

Those reflectors were now flying by at a much faster rate as we headed down the steepest hill yet. I watched Sergeant Carter from the corner of my eye. His eyes no longer focused on the passenger side mirror but were now fixed on the curve that seemed to race up toward our truck. The Joe Cool façade began to crack like ice on a lake weakened by the warm sun of spring.

He glanced my way before turning back to the mirror. He attempted to re-assume his disinterested posture but seemed as uncomfortable as that Grade B movie actor upon forgetting his lines. That look into his mirror seemed to remind him of just how fast those reflectors were zooming by now. His mouth dropped as he looked to the sharp curve ahead. His head spun around in my direction.

"Slow this #%*! down!" Sergeant Carter screamed before bolting upright in his seat. He pushed his palms against the dash while slamming his foot on the imaginary brakes on the passenger side.

I hit the brakes just before rounding the curve. The trailer fish-tailed and then teeter-tottered for a moment before settling down as the road leveled off. I loosened my grip on the steering wheel and drummed my fingers across its smooth outer edge. I glanced at Sergeant Carter and then fixed my eyes on the road once more. "Oh," I said. "Was I supposed to slow down?"

The old Freightliner cabover protested the strain as we climbed another hill. Its moaning was now the only sound heard in those West Texas hills as Sergeant Carter and I rode in silence. "You didn't say anything," I explained, after some time had passed.

Sergeant Carter nodded. He folded his arms across his chest and sighed. He gazed into the passenger mirror and said, "You knocked over one of those reflector things."

"Did I?"

"Yeah." Sergeant Carter rose and turned to the bunk. He pulled back the sleeper curtain. "Let me know when we get back to town," the instructor said before crawling into the sleeper, leaving me alone save for the company of my thoughts and the canopy of stars that seemed to be a fitting topping for the lonely west Texas highway. Sergeant Carter rested in the sleeper until we pulled into the town where we camped for the night. The instructor and I got along just fine after our experience driving through those hills. In fact, I passed the course with flying colors.

Kelly Mack McCoy chose to pursue a life-long dream of becoming an author after a life-altering event changed the trajectory of his life. He teamed up with author John Floyd Mills, a former writer with the San Antonio Light newspaper to write a series of novels about a pastor turned trucker who hits the road after his wife's murder. The two would never write the novels, however. John Floyd Mills went on to write two novels and also formed his own publishing company. McCoy took up the pastor turned trucker project alone, but it took another life-changing event for him to be motivated to see the project through to completion. That event was the death of John Floyd Mills. The completed book project would become the award-winning novel, Rough Way to the High Way. McCoy's second book, The Sojourner's Road Home, was inspired by recent events that have devastated so many lives. He is currently working with a publisher. The Sojourner's Road Home will soon be available in online and retail stores everywhere

TruckStruck

By Lynn Bolster

WHAT ARE YOU A DUMB TRUCK DRIVER?

It's really a shame that so many people think of truckers as unskilled simpletons who don't know what they are doing. I dare any one of them to take a week in a truck and see how they handle it. Has something similar to the following happened to you? If you've been driving long enough, I'm sure it has!

We hauled just about anything on our flatbed, and as the postal service says, if it fits, it ships! Hoover Vault Tanks was one of our regular customers. They had a load of ten small above-ground tanks to be set at various locks on canals in Florida. Lock operators live on-site in small state-provided cottages along the canal. They are responsible for the water levels, opening and closing the locks as needed to regulate flow. We were to begin at Lake Okeechobee and there meet our escort and crane operator who would off-load the tank at each lock. We arrived about 2 am at our first cottage, parked and went to sleep. About 6 am came a knock. "How about some fresh biscuits and homemade jelly?" Were we dreaming? Who brings you breakfast in bed in a truck? But there stood the lady lock operator, with plate in hand. Coffee in our thermos washed down her scrumptious goodies.

When the crane and escort arrived, we set out. With ten stops to make, we knew it would be a long, hot day - it was already 80° and it was only 8 am. The first stops went well, sites were simple to reach and the crane guy and escort were easy to work with.

Now I don't know about you, but when I get hungry, I can get a little snappy. But when Bill got hungry, he could chew up nails and spit out a barbed wire fence! About 1 pm it was 101° and we had delivered six of the tanks. "What happened to lunch time? This is ridiculous; I gotta eat something!" Bill growled. I knew what was coming but I laid low as we turned into the next yard to unload. It was meticulously landscaped and would require skill and maneuvering to back the flatbed to the site and not hit or run over anything. Bill was incredibly adept at backing as he expertly guided the trailer toward the site. In his mirror I could see a tiny, little tree which he also saw but was so close to that you could just about slide a quarter in between the tree and the tire. At the peak of his concentration, the lock man ran over to his door and angrily yelled "WHAT ARE YOU A DUMB TRUCK DRIVER? CAN'T YOU SEE THAT LITTLE TREE THERE!?" In Bill's famished state, he let loose with expletives I can't repeat here. Words flew back and forth, and the escort came over to quell the situation.

As the tank hung in the air and we pulled out from under it, Bill said "no one calls me a dumb truck driver and gets away with it!" and with that he tore out of that man's yard, leaving spinout marks tearing up his lawn. We got up on the big road and he slammed those gears so fast, I closed my eyes and held on. I tried talking to him but he was so ravenous and irritable that he heard nothing. We stopped at a 7-11. He stormed out of the truck. Meanwhile in the side mirror I saw the escort's flashing light bar rushing toward us. I jumped out and explained to the guy that this is how he gets when he hasn't eaten and just leave him go until he cools off. They were nervous he wouldn't finish the job since we still had four tanks to go. Bill eventually exited with a half-eaten sandwich and cup of coffee and was in a calmer state. But he still spoke his mind about what went down. We all were concerned about the man putting in a claim because of the yard damage - Bill never hit the tree by the way - but nothing ever came of it. We did make the rest of our stops successfully which was a blessing after living through Bill's wrath, but I can't blame him to a degree. Words like those hurt when you take pride in what you do.

If someone calls you a dumb truck driver, hit them up with this popular comeback:

So you think that I just drive a truck?

- 13 gears
- 18 wheels
- 40 tons
- 65 feet long
- 500 horsepower
- 1800 lbs of torque

Want to give it a try?



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.



Trucking with Women in Mind

By Ellen Voie, Founder, Women in Trucking

SIX CHARACTERISTICS OF MENTAL TOUGHNESS

REVIEW:

1. LEVEL-HEADEDNESS

3. RESILIENCY/ EGO-STRENGTH

2. STRESS TOLERANCE

4. ENERGY/PERSISTENCE

5. SELF-STRUCTURE

"A measure of one's preference for independently determining work methods. A high score indicates the motivation to work independently. A low score indicates one is unlikely to define one's own work habits and methods."

Do you have a team member who can set goals for themselves, both short and long-term? Do they have the ability to make strategic decisions? These employees likely prefer to work with little management oversight and exhibit a strong propensity for self-structure. It's not uncommon, however, for some employees to struggle with organizational skills and time management. Encourage them to develop proficiency in self-structure by offering coaching in project management competencies. Learning how to properly prioritize task work and manage deadlines will help them learn valuable organizational skills they can apply. Many leaders are learning to maximize this trait with technology. From efficiency platforms to project management platforms, these tools are created to help employees communicate, organize their days, and collaborate better. Since one of the fundamental skills to self-structure is communication, these platforms are helping teams build great communication practices and organize their structure internally.

6. THOROUGHNESS

"A measure of one's tendency to be concerned with details and to take full ownership of tasks, jobs, and roles. Those that score high tend to take responsibility and can be perfectionistic. Those who score low tend to be a bit less conscientious and may not always attend to the details required to continue to develop skill sets."

Mentally tough employees take pride in their work. Your detail-oriented employee focuses not only on the big picture, but also on the small facets and the minor adjustments needed in order to accomplish the goal. So, how do you develop those who aren't as thorough? Start by incorporating lists and getting organized. Prioritize major tasks and coach them on how to rank the importance of each part as it relates to the whole. This will help your employees understand which tasks need particular care and how the quality of each piece can affect the greater project. By understanding the value of the task, employees learn to accept ownership for their work. Reinforce this practice and make it routine. Part of thoroughness is consistency. Embracing routine makes for a process that has a built-in priority for thoroughness. Mental toughness coaching will provide your team with better skills and insights for their roles and provide support needed to take challenges head-on finishing strong. You'll see better overall performance and more consistent outcomes from employees who practice mental toughness, and they will be able to develop those skills throughout their career.



A COMMUNITY PLAN



Over the past two decades the issue of sex trafficking has been brought increasingly into the light. In 2000, when the “Trafficking Victims Protection Act” (TVPA) was first passed, there were only a handful of organizations combatting sex trafficking in the United States. Today there are over 2,500, with new anti-sex trafficking organizations being formed every year. This has brought about a lot of positive outcomes including: victim identification and rescue, increase in aftercare services, victim prevention education, as well as stronger criminal justice efforts to arrest and prosecute traffickers.

Despite this greater awareness and activity, the crime of sex trafficking continues to increase in the United States and around the world. But why? Why have increased efforts to fight sex trafficking not resulted in diminishing the problem? More importantly what can local communities do to turn the tide in their area and see a better return on their investment of time and resource?

The *Until All Are Free Workshop* offers a viable way forward for local communities to effectively combat and end sex trafficking.

At the Gateway to Freedom Foundation we educate local communities on how to effectively combat and end sex trafficking in their community. The good news is that it does not involve working harder or spending large sums of money, but working smarter. Through the *Until All Are Free Workshop* a multi-sector approach is offered that targets the root cause of sex trafficking. The premise is that no one person or organization can do everything, but everyone can do something. The workshop helps people and organizations identify what that something is. As a result, participants leave the workshop with a greater sense of hope and purpose in the fight against sex trafficking.

The workshop is perfect for local church events, as well as company/corporate trainings. Bring the Until All Are Free Workshop to your community group. Contact the Gateway to Freedom Foundation today to learn how. Email: gateway@tfcglobal.org or Call: 717-426-9977

Join the growing community of men getting free

The GTF Retreat is a three-day intensive for men who are ready to take the next step to get free from pornography and/or other unwanted sexual behaviors.

A Proven Path

Over 1400 men and growing have found freedom through the workshop and follow through program.

Held at the Tuscarora Inn & Conf. Center
3300 River Rd, Mt. Bethel, PA 18343

Hosted by
The Gateway to Freedom Foundation
an anti-trafficking
initiative of TFC Global.



*The GTF Retreat is in partnership with
Be Broken Ministries.*

YOUR PATH TO FREEDOM BEGINS HERE

The next workshop is **April 21-23, 2023**.
Register at gatewayff.org (or use the QR code)
and take the next step to get FREE today.



SPRING RETREAT DATES:

APRIL 21-23, 2023

**FOR MORE INFORMATION, EMAIL GATEWAY@TFCGLOBAL.ORG
COST: \$1197.00**

SIGN UP TODAY!

MINISTRY HIGHLIGHTS & GIVING OPPORTUNITIES

ROADSIDE MINISTRIES

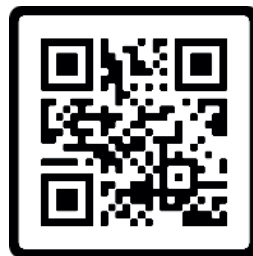
TFC Global's posture for management is not driven by results but by nurturing relationships. Our goal is to follow the example of Christ and serve people humbly while doing everything with love. In light of that we endeavor to align ourselves with a stewardship view of resources and seek to mobilize spiritually-gifted people. We want to help God's people find a place in the kingdom ministry that matches the gifts God has given them.



It is with that in mind that we announce the merger of the Roadside Ministry organization with TFC Global. We are excited to welcome Jeff (Pastor Mac) and Mia McGuire to the TFC Global team. Mac and Mia will direct the Roadside Ministry initiative and will help recruit and develop additional couples to become part of the Roadside Ministry Team. Mac, after serving as a clinical psychologist and pastor, felt a call to minister to the trucking community. He traveled the interstate ministering to thousands of travelers and exhausted truck drivers who stop at the nations rest areas.

Please pray for Pastor Mac and Mia and the TFC Global team as planning begins for what we are calling the "Great Crusade" in September 2023. Mac and Mia will be traveling from the east coast to the west coast and back sharing the gospel at rest stops and welcome centers along the highways and byways of this great country, as well as sharing the ministry of TFC Global with churches and organizations they meet with along the way. Pray also that we are able to find and outfit a motor home or camper that Mac and Mia can use as a mobile chapel, as well as provide living accommodations for them as they travel and spend time in the rest areas along their route. You will be able to follow their travels and get updates from them on our radio program TruckersLife Radio on TNCRadio.Live.

Should God lay it on your heart to give to this "Great Crusade" outreach you can do so by scanning the QR code below or sending your donation to our office at TFC Global, 1525 River Rd, Marietta PA 17547. Your contribution will enable us to reach the trucking community in a new way and do more of this vital work.



DONATE



TFC GLOBAL: FIGHTING THE SPIRITUAL AND LIVES OF THE PEOPLE IN THE TRUCKING COMMUNITY

Why is the development of a chaplaincy program to the trucking community that includes caring for the physical and spiritual needs of our professional drivers and their families so important?



Physical care because:

- * Unhealthy habits due to long hours on the road*
- * Work environment is characterized by the following: poor conditions, disrupted sleep patterns, extreme time pressure, lack of control*

Psychological/Behavioral care because:

- * Heavy workloads can cause the following: burnout, anxiety, depression, abuse, diminished cognitive ability.*
- * High levels of stress can cause the following: hypertension, heart disease, infarction, extremely high blood pressure.*

Spiritual care because:

- * There is an openness to faith topics when life seems to be overwhelming*
- * Religion is often used to increase physical healing and well-being*
- * Religion can change one's outlook and perspective from negative to positive*
- * Religion is often related to greater marital and family stability*



TFC Global provides an integrated chaplaincy program catered to your company's needs. We offer a custom program offering from several hours to full-time, being on-call for emergent issues, based on your company's size.

There are many benefits to the program:

- * Increased coping skills*
- * Improved stability at home*
- * Improved ability to regulate emotions*
- * Reduced stress-related health issues*
- * More content and reliable drivers*

Would you consider hosting an ICTA event at your company, school, company orientation, young men's center?

REAL BATTLE FOR THE HEARTS OF THE TRUCKING COMMUNITY

ing for the physical, psychological

access to health care, erratic schedules,
of support systems.

y, depression, sexual addictions, substance

, stroke, premature aging, myocardial

falling apart.

l-being.

egative to positive, increasing purpose and focus.

ility, more productive employees, and less turnover.

ated, holistic, and professional care program
eds through our network of corporate
system of supporting your employees
a full day of service plus the added benefit of
ues. This level of care is priced dependent on the

is program. Check out the following:

e and work

te emotions and food choices

employees with lower turnover



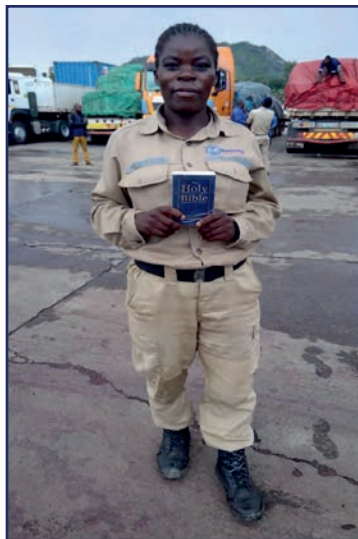
TFC Global also offers additional programs for the trucking community and corporate environment.

* Human Trafficking Awareness training under the Gateway to Freedom Foundation's direction

* Pornography addiction intensive through a weekend retreat

urch or company? Would you also think about inviting our human trafficking expert to speak at your church,
/women's groups? For more information, contact us at info@tfcglobal.org or call our office at 717-426-9977.

MINISTRY HIGHLIGHTS & GIVING OPPORTUNITIES



Ministry Accomplishments:

1. Twenty chaplains have been trained using TFC Global curriculum.
2. Sixteen people have shared their interest in being trained for ministry work.
3. 2,480 Bibles and 12,000 magazines were distributed.

Ministry Stories:

"I have been a trucker's wife for many years doing a lot of evil things in my life. I had never before meet a ministry like this targeting us truckers and their families with the gospel for the glory of God. I am very much happy today to receive Jesus Christ as my Lord and Savior through this ministry, and at the same time received a Bible and other Christian books for my own spiritual growth. Praise God for this great and wonderful ministry putting us truckers as your priority. Keep pressing harder despite challenges in life and ministry." Mary Moyo from Nicawa Trucking and Haulage in Blantyre, Malawi

"I do thank and praise God for the wonderful gift of these phones to my work as a senior chaplain and team leader for Mwanza with TFC Global Malawi. These phones shall help us a lot in our work. I really thank and praise God for this gift. I do humbly extend my heartfelt radical gratitude to the one who donated funds for us to have these phones in ministry. Taking good ministry photos is very easy now." Chaplain Martin Banda, Mwanza, Malawi

Ministry Needs:

1. Monthly Amount: \$100. Need: office rental cost
2. Monthly Amount: \$50. Need: Office watchman cost
3. Monthly Amount: \$100. Need: Transportation to border crossings to do chaplaincy work
4. Contact to ship TFC Global Bibles and Highway News magazines to Malawi

MINISTRY HIGHLIGHTS & GIVING OPPORTUNITIES



Ministry Accomplishments:

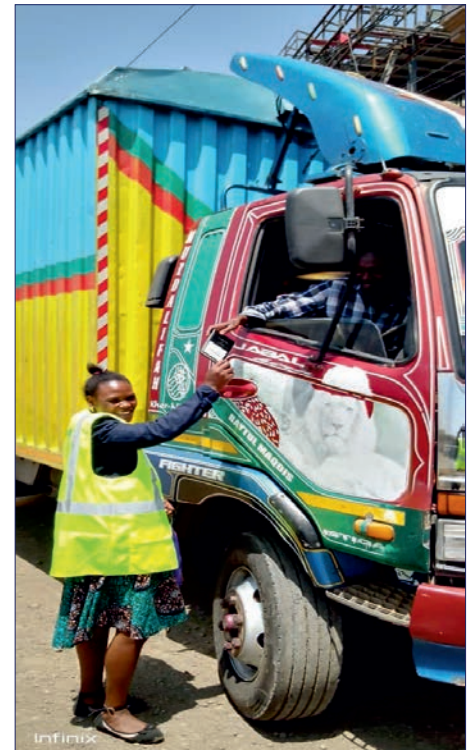
1. Ten regions where the gospel is being shared with drivers and their families: Mwanza, Kagera, Tabora, Arusha, Manyara, Coastal, Burundi, Kenya, Rwanda, Congo
2. 172 people in 10 regions were reached. Of those people reached, 54 committed their lives to Jesus and were given Bibles.

Ministry Stories:

One of the drivers pictured below came to know Christ as his Savior. Pray for the growth of this driver and the opportunity for coworkers to see his new faith and ask about the change in him. Pray for the safety of these teams of chaplains as they talk to many people.

Ministry Needs:

1. Monthly Amount: \$120. Need: Food for team members as they work in the field.
2. Monthly Amount: \$100. Need: Office rental cost
3. Monthly Amount: \$20. Need: Reliable internet service
4. Amount: \$150. Need: Modem for internet service



CERTIFIED CHAPLAINCY TRAINING

If you're looking for an opportunity to prepare you for the work of chaplaincy, we can help you to achieve that goal. Regardless of your industry, the principles of our training program apply and will help you navigate the waters of the industry where you are ministering. At CTI, we offer a comprehensive yet stimulating training program that will help you to become **acquainted with the world of Christian chaplaincy at a cost much less than other comparable training programs.** As a student, you will explore the theoretical and operational components of chaplaincy while learning from experienced chaplains with real-world experience. Students will learn the basics of Christian counseling while learning **how to read body language (Para-Linguistic communication) to reveal what a person is thinking in times of despair.** Students will learn communication techniques that are useful when dealing with police, prison, and other emergency services personnel and avoid the pitfalls that get a chaplain fired due to a lack of experience and much more. **Upon completing the 20-hour program, you will receive a beautiful certificate of certification (BCC) suitable for framing.**

TAKE THE FIRST STEP TODAY TO EARN YOUR CERTIFICATE IN CHAPLAINCY.

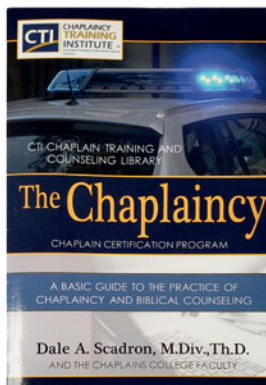


Chaplain Ron Fraser
President/CEO
TFC Global

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Course cost of \$400 is all-inclusive: application fee, training manual, in-person training, lodging, meals at the training facility, and processing to become credentialed with Chaplains International and their network of chaplains. Those seeking to serve with TFC Global will have additional orientation training.

SIGN UP TODAY! Next class is May 7-11, 2023.

Chaplain's Corner

By Craig Maart



A CLOUD OF WITNESSES

Hebrews 12:1 states, "Therefore, since we are surrounded by such a great cloud of witnesses, let us throw off everything that hinders and the sin that so easily entangles. And let us run with perseverance the race marked out for us." I assume you know the context of this verse is after chapter eleven, which showcases the "Wall of Faith". People like Abel, Enoch, Noah, Abraham and Sarah are mentioned with the ways they were faithful to God. These and others from Bible times and in your personal life represent these "cloud of witnesses". We need to be grateful for the examples who have gone before us to live faithful lives.

A few weeks ago I got a call from one of these "cloud of witnesses" kind of people. George Lent, now at the young age of 83, shared with me how he drove starting on his birthday at age 23 until his birthday at age 63. He served with TFC Global as a driver. He knew Jim Keys, TFC Global's founder, and had the privilege to be part of this ministry in the early years. As a driver he would minister to other drivers. He drove over the road and was based out of Allentown, Pennsylvania as well as Iowa and now lives in Arkansas.

What impressed me the most was how he shared his heart for the trucking community. There is a new truck stop and many trucking companies around where he lives. He said his heart still longs for these drivers to get saved. At 83, he still is on fire for the gospel. He said, "I don't have money, but I can pray and encourage those in the fight for the gospel". He reads the Highway News magazine online. At 83, he is tech savvy enough to be online and read the magazine. I mentioned he could receive some magazines and distribute them at the truck stop and trucking companies close to him. He said he would talk with a friend. Within an hour after we hung up, he called back and said he and his buddy want to get 25 magazines a month to distribute. Amazing!

We all need men like George Lent as a "cloud of witnesses" in our lives. The picture here is of George with a plaque he received many years ago in recognition of his service with TFC Global for the sake of the gospel and kingdom of God. "It's right here on my wall" he said when I asked if he still had the plaque. Thank you, George.

As you can see, you are capable of helping with the work of TFC Global. Eternity hangs in the balance for every human being that lives. Let George be an example and motivation for you to engage and help get the word out about why TFC Global exists.



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I answer to lots of titles, Pastor, Driver, Chap, Dad, and even Babe as my wife likes to call me. Every title reflects part of my life and a field that God has given me to produce fruit in. They all look really different.

My role as the senior pastor of ACTS Covenant Fellowship looks quite different than my role as a driver for NHT Logistics.

My role as chaplain at Lancaster County Prison hopefully looks different from my role as Dad to 4 kids at home.

I guess it goes without saying that the role of "Babe" to my wife has an altogether different look as well.

However, what they all have in common is that God has given me these places of authority for Him, not me. It is so easy in life to get caught up in things that don't matter and forget why we were created. The Bible has quite a few examples of people who were entrusted with something and forgot that it didn't belong to them.

In Matthew 21, we see a story of a landowner who planted a vineyard, set up everything that would be needed, leased it to farmers and then left for another country.

When it came time for harvest the tenants refused to pay the landowner what was rightfully his. After a few attempts to collect, the judgment on these farmers was swift and final. One of the first things we do with one of Jesus' parables is to figure out which person we are in the story. In this story, we quickly figure out we are the farmers and God is the landowner. So, what has God entrusted to us to produce fruit? We have all been given something. Opportunities, possessions, skills, and gifts are all things that come from God. They are not there primarily for us to enjoy, but for us to produce fruit for Him. Whether we have been given a lot or a little, the real question is can we be faithful to Him with what we have been given?

1 Corinthians 4:7 (NKJV) ..."what do you have that you did not receive? Now if you did indeed receive [it], why do you boast as if you had not received [it]?"



Shawn Weaver serves as the senior pastor at ACTS Covenant Fellowship and as a driver for NHT Logistics.

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CAN YOU LITERALLY BE ADDICTED TO MULTITASKING?

BRAD HUDDLESTON

You know what it's like. You sit down to write a report or create that presentation, and your phone beeps at you. Of course, the phone is much more exciting than the project you just started, so with the precision of a cowboy at a fast draw competition, you grab the phone, and in less than a second, you're corresponding with someone in real-time. After finishing the conversation, you ask yourself, "Okay, where was I?" After a minute or two of attempting to refocus, you set off to continue with your project. After a couple of minutes of jotting down a few thoughts, you hear the beep from your email. Again, Quick-Draw McGraw comes to the rescue. You're now feeling pretty good because you quickly responded to that important email and got some work done on that project. Or did you?

The truth is, the old 60s cartoon character Quick-Draw McGraw was not good with his gun and you're no better at multitasking. Neuroscience has learned that the human brain cannot multitask. In reality, we task switch, meaning we rapidly switch from one task to another, and when we do, our productivity decreases by as much as 40%, and we lose time – not gain it. And it gets worse. Research conducted at the Institute of Psychiatry revealed that workers distracted by incoming email and phone calls saw a 10-point fall in their IQ, which is worse than the impact of smoking marijuana. And to make matters worse, there's evidence that task switching can cause permanent brain damage.

If you work with screens all day (and most of us do), have you ever noticed how physically drained you are by the end of the day, and yet you've not been physically active? In an article titled "Multitasking Drains Your Mental Energy Reserves, Neuroscientists Reveal," writer David Nield explains: All that constant switching uses up oxygenated glucose in the brain, making us more tired and less able to take on the big tasks that need doing. The brain uses glucose to fuel all its cellular activities, and neurons can't store extra reserves – which means you don't want to run out, because doing so impedes neural communication. But despite being tired, we keep doing it anyway, because multitasking in itself becomes addictive. So, what about the addiction portion of multitasking (task switching)? Scientists tell us that all of this juggling of phone calls, emails, etc., has the potential to change the way people think and behave. The incoming information provokes excitement, which results in a squirt of a potentially addictive neurotransmitter called dopamine. Thus, the more we task switch, the greater the risk of chemical addiction to dopamine.

Writing for the Guardian, behavioral neuroscientist Daniel Levitin said: Multitasking has been found to increase the production of the stress hormone cortisol as well as the fight-or-flight hormone adrenaline, which can overstimulate your brain and cause mental fog or scrambled thinking. Multitasking creates a dopamine-addiction feedback loop, effectively rewarding the brain for losing focus and for constantly searching for external stimulation.

As important as it is for a student to study correctly and an office worker to juggle projects as effectively as possible, the more significant issue is how we manage our devotional time with God. Switching tasks when we reserve to be with the Lord is a recipe for spiritual disaster.

So, what should we do? Psychologist Gloria Mark got it right when she said, "we should give up on multitasking completely and set aside dedicated slots of time for each task."

For more information, visit bradhuddleston.com. While there, check out my new book, *Digital Rehab: Learning to Live Again in the Real World*.

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UPCOMING EVENTS

29, MARCH - 1, APRIL

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15, APRIL

Lancaster Prayer Breakfast

Yoder's, 7:30 am

Contact Harold at 717-475-5752

21-23, APRIL

Gateway To Freedom Foundation

Weekend Retreat

Contact gateway@tfcglobal.org.

*If you were to die today, where would you spend eternity?
You can know for sure.*

- A. Admit you are a sinner. *"For all have sinned and fall short of the glory of God" (Romans 3:23).*
- B. Believe in Jesus for the forgiveness of your sins and for eternal life. *"For God so loved the world, that He gave His only Son, that whoever believes in Him should not perish, but have eternal life" (John 3:16).*
- C. Confess Jesus as your Savior and Lord, and turn from your sins. *"If you confess with your mouth that Jesus is Lord, and believe in your heart that God raised Him from the dead, you will be saved" (Romans 10:9).*

To give your life to Christ, pray the prayer below.

"Lord Jesus, I know that I'm a sinner. I believe that You died on the cross and shed Your blood to pay the penalty for my sins. Please forgive me and come into my life. You are my Savior and Lord."

We would love to hear about your salvation. Email TFC Global at info@TFCGlobal.org or call 717-426-9977. Resources will be sent to help you grow in your faith.



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