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# HIGHWAY NEWS

COVER PHOTO:  
MID-ATLANTIC TRUCK SHOW  
MARCH, 2023 BY JL GATE



A TFC GLOBAL PUBLICATION  
[WWW.TFCGLOBAL.ORG](http://WWW.TFCGLOBAL.ORG)

# A WORD FROM OUR PRESIDENT

## IS GOD IN THE DRIVER'S SEAT?

I want to start this article by asking "Is God in the driver's seat of your life?" Sadly to say for most people, He is little more than a "Copilot" on our highway of life.

Merriam-Webster defines copilot as "a qualified pilot who assists or relieves the pilot but is not in command."



Psalms 46:10 says, "Cease striving and know that I am God," I don't know about you, but I have never had any success trying to boss someone around while attempting to trust them simultaneously. Trying to be in control and relinquishing control at the same time just doesn't work; they can't co-exist inside the same heart. When we let God drive our lives and trust that He knows best, we are able to rest and stop striving, which means that we will ultimately experience peace.

In the original Hebrew language the phrase "cease striving," indicates giving up by letting our hands down. Interesting, huh? This means that you can't hold the steering wheel and let God drive at the same time if you want to experience the peace that comes from trust. Nope, you've got to let your hands down. Let go of the wheel, friend.

When you trust and decide that you will let God drive, there is a natural rest that will occur.

When we try and take the wheel away from God because we don't trust Him, it will lead to emotional and spiritual fatigue. Why? Because we're doing something that we weren't created for. God made us to lean on Him in dependence—to let Him drive—which leads to contentment. Additionally we will have the confidence that we are exactly where we need to be, doing what we need to do, and fulfilling the role He created us for. This will usher in deep contentment.

Have you noticed that it's difficult to effectively communicate with someone that you don't trust? When you are trying to take the wheel from God, it's a for sure thing that you won't be talking to Him the way you would if you were letting Him drive.

When you're trying to steal the wheel from God, your communication with Him will be hindered. Words of gratitude will be replaced by complaining, and praise will be ruined by criticism. You will find that you won't be able to communicate with God easily because you'll be thinking that He should be driving you better or somewhere else.

In his book, *Reflections for Ragamuffins*, Brennan Manning writes, "You will trust God only as much as you love Him." You will also only love God as much as you trust Him. As you drive along your journey in life, you'll find that confidence in God's love is always coupled with trust. As I said, this means letting Him drive. When love and trust are combined, they are like a match to faith. They will set your confidence on fire so that you can ride anywhere that God is taking you without fear.

Are you convinced that allowing God to drive is best? If so, I challenge you to let God take the wheel. Granted, this can be hard, especially when life is tough and you're not sure where the road may lead. However, moment by moment, if you choose to trust Him, if you let go, you'll find peace, rest, contentment, communication, and love filling you up. You'll also stay out of the emotional and spiritual ditch in your relationship with God—could there be anything better?



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Serving the Trucking Community for over 70 years  
and recently awarded the Platinum Seal from  
Guidestar Candid



## MISSION CRY

TFC Global is always looking for ways to get resources and Bibles to our entities in Malawi and Tanzania, countries in Africa. Mission Cry is an organization that specializes in getting containers to places overseas that are furthering the gospel message. Pray for the logistics of getting a container funded to send to Africa to be used by our regional directors.



For Mission Cry, this post was on their Facebook page. "Please be in prayer for the container heading to India. The country is intensifying in passing laws that would prevent Bibles and Christian material to enter some of the states within their country. This will make it harder to ship any containers or distribute the Word of God to these precious people that desperately need to hear and receive it. Thank you for partnering in flooding the world with Bibles and Christian books.

Stay tuned for details of a partnership between Mission Cry and TFC Global and how you can fund the cost of that container being shipped to Malawi and Tanzania.





## THE MISSION CRY STORY

For nearly 70 years Mission Cry has been sending the Word of God and Christian books around the globe. Mission Cry with your help has sent nearly \$500 million worth of donated Bibles and Christian books to over 179 nations around the world. We've encouraged people to send us their extra Bibles and Christian books that are sitting on their shelves, in libraries, universities, or churches. The mission then takes those Bibles and Christian books through a sorting process which are then boxed, palletized, and loaded onto a sea container to be sent around the world. Our recipients and Mission Cry missionaries on the ground can release the container and distribute these materials. Together, we are equipping orphanages, evangelists, missionaries, pastors, church members, and setting up lending libraries and Bible schools abroad. To send a sea container it costs the ministry approximately \$11,000, however, within the container there is nearly \$500,000.00 worth of donated Bibles, Christian authored books, Christian education, and seminary materials that are given for free. You can let the world hear your Mission Cry by asking churches and individuals too: hold book drives, help financially to support a container, sponsor the Mission Cry Bibles, volunteer at the headquarters, become drop off location and/or pick up coordinator.



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SENT**

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REACHED**

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**VISIT THEIR WEBSITE:**  
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## SPECIAL OPERATIONS

**ABBOTTABAD:** Mission Cry is the only known organization to have ministered on the grounds where Osama bin Laden had his camp. We set foot on the compound and declared that land for the work of ministry, gave over 2,000 Bibles to the 500 closest homes surrounding the compound. Additionally, we have discipled the new believers in that area, and many have been saved.

**BELIZE:** In the country of Belize we distributed a Bible or Christian book for every home in the entire country. We held a televised crusade throughout the entire country and ministered to the ambassador of Belize and their military special forces.

**CHINA:** We continue to send the Word of God to China even with the new restrictions. We can't share many details of the work in this country.

**MEXICO:** Mission Cry missionaries are distributing the Mission Cry Bible in Spanish and English on the border to Mexicans, Haitians, Ukrainians, Russians, and many more.

*For more stories and videos visit the Mission Cry website or go to YouTube and search for "cribooks".*

*Mission Cry: 200 Free St, Fowlerville MI 48836  
 Phone: 517-223-3193*





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.

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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  
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FEATURE: Read about the Smith family and Truckers4Hope where passion and cause collide. 04

## HIGHWAY NEWS



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## HELP SPREAD THE WORD

This past August 27-31 was the latest CTI (Chaplains Training Institute). It was a fun thing to see all the new chaplains God is bringing to TFC Global.

Since May, 2022, there have been 24 people trained through our CTI (Chaplains Training Institute). This represents those who have come on board with TFC Global and those who have taken the training as ongoing education or to see if God is calling them to chaplaincy. There are always more candidates at various places in our onboarding process. This keeps me very busy and is very cool to see. The quality of chaplains coming on board with TFC Global is top-notch, and they are fun to get to know.

In life it's usually not how much you know but who you know. We need help from people like you who know people in trucking companies who you think would be open to TFC Global chaplaincy services. Philosophically we know it is better to have chaplains ready to minister in a trucking company vs trucking companies waiting for a chaplain.

This is the situation we are in. It is a good problem to have, but man, we sure need places for these guys to serve. Spiritual darkness doesn't even try to hide or disguise itself anymore and eternity in heaven or hell hangs in the balance based on a decision to accept or reject Jesus as Savior. We have chosen a model of chaplaincy that goes to where the people are on a more consistent basis and trucking companies are those primary places.

This is where you come in. We need you to reach out to people you know who drive truck and work for a trucking company. Our main target is anywhere there is a fleet of professional drivers. These new TFC Global chaplains and the office staff are working diligently to contact trucking companies and get in front of the decision-makers of the company. Unfortunately, it usually takes a tragedy before action is taken to get a chaplain in place to be with the company employees, provide Biblical counsel, and follow through weeks after the tragedy occurred. We want to have chaplains in place before the inevitable traumatic even happens. But we can't do this alone. Therefore, I ask you to make contacts and connect us with trucking companies and send them our way. Let's get these guys serving full-time as chaplains.

We have promotional resources and videos available to you to help get the word out. To have these resources sent to you, contact me at [craigm@tfcglobal.org](mailto:craigm@tfcglobal.org). I look forward to being able to send more reports and updates of TFC Global chaplains serving in trucking companies around the country because of the collective dependency on God and effort by you to help get chaplains where they are needed.



*Craig Maart is the VP for US Operations. He oversees all state-side TFC Global chaplains, which includes advertising, the candidate process, placing, equipping, monthly meetings, training, and encouragement. Craig has a MA degree and has been in fulltime ministry for 27 years. Craig and his wife Joanna have two kids and are really close to being empty nesters. He has a passion for God and connecting people to the message of the gospel. Craig likes to fix cars, go to the gym, and has high standards, but you could probably get him to do most anything for a fish taco.*





## LEARN TO PROVIDE CHAPLAINCY THE RIGHT WAY!

If you're considering what it would take to become a chaplain or know someone who is considering this calling? TFC Global's Chaplaincy Training Institute (CTI) offers a personal, comprehensive, and robust program that acquaints you with the world of Christian chaplaincy. Whether or not you are looking to apply for a position as a TFC Global chaplain, CTI is available to you at a cost much less than other comparable training programs.

You can expect the following:

- Twenty hours of quality, in-person teaching
- Teaching by TFC Global staff with real-world experience
- Information on most areas and organizations where chaplains serve
- Instruction and discussion on the basics of Christian counseling methods
- Learn how to help people experiencing critical stress situations
- Tested on CTI material and upon passing, receive a certificate of credentialing



**COST: \$400**

This cost includes:

- Application fee for Chaplains International
- Training Manual
- In-Person Training
- Lodging & Meals at the training facility
- Processing of credentialing requirements

**SIGN UP TODAY!**

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**NEXT CLASS DATES - FALL 2023**

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# TruckStruck

By Lynn Bolster

## DISPATCH, INCHES & FREIGHT LANES

It's no secret, the biggest adversary of the trucker is dispatch. They aren't out there, some have never been out there, and, as the saying goes, if you don't go, you don't know. Many, not all, dispatchers come from a place of ease, albeit hectic ease, and sometimes frantic ease. Ease being they go home each night to a warm bed, their own lives and families as compared to the driver who will be sleeping in a parking lot, rest area, or loading dock somewhere probably alone. The hectic and frantic part is when dispatchers are trying unsuccessfully to cover a load. The most common reason they can't cover a load is usually they negotiated a rate too low just to get the customer's business. Often greed can play a part when the brokers take too big a cut of the rate for their services. Skimming this money off the top decreases the driver's pay so who wants to take their cheap freight? They might have their 'pet' drivers who get all the gravy hauls so they won't give any 'bad' loads to them. Sometimes they will say "it's only a couple inches on the map, it's not far." Maps are old school now so it's hard to use that excuse with GPS. But if an inch represents on average 20 miles, several inches add up. And we know everything is either time or money. Dispatch can forget all this as they scramble to cover their promises. All these factors have to fall just so and when calculations are complete they better equal a decent paycheck for the driver who is the one doing the toughest part of the job.

I remember the first time I overheard drivers talking at a truck stop. I knew nothing about the industry as I enjoyed my cherry pie and coffee. One guy was on the way to Nebraska, the other was headed to New Orleans. And in that moment, I thought, trucking makes the country so small. The average person schedules, plans and packs for multiple days before driving to either of these destinations and it's a big deal. And truckers? They just say yes or no and go. It's nothing to them. That's the spontaneity I love about trucking. Are you too hot? Let's load to a cooler climate. Are you too cold? Let's load to a warmer one. This is all great unless you are under forced dispatch and then you go where they send you, no negotiating.

The freight lanes we ran took us south. Why? Fantastic southern cooking, lower fuel prices, friendly people, warmer climate, few if any tolls, and it was all downhill! I once heard a new driver ask the restaurant manager at the Baltimore truck stop how to get to Florida. She looked at him dumbfounded and said, "make a left onto I-95 and don't get off for 800 miles." Couldn't be any simpler!

How many drivers have followed GPS or a map and ended up facing or stuck under a low bridge? Drivers that get stuck rarely live it down. Once we loaded a boat on a boat trailer onto our drop deck. We were looking for a marina at about 3am but took a wrong turn. It was simple to get into the development we were lost in but exiting was exasperating. As we eased along, we spied a low overpass ahead. Now this? With a little calculating in the pitch black of night we realized if it were just the tractor we could slide under. But with the boat's height, we were sunk! We pulled up to the bridge and got out to assess our options. We climbed, measured and waved our flashlights in the night air hoping there was something we missed. Bill looked at the tires on the boat trailer and eureka! He reached over the wheel well and began to let the air out of each tire. We only needed about 5 inches clearance. I slowly inched the truck forward as he stood watch up top. Now you could have barely slid a quarter between the top of the boat and that bridge but we achieved clearance. Or as Rev. Robert Schuller of the old Hour of Power Ministries used to say "inch by inch anything's a cinch!" Amen to that!

It can be a delicate dance between driver and dispatch. Drivers need dispatch to earn a living and dispatch needs drivers to make it happen but finding middle ground can sometimes become a battleground. They want to know where you are every moment or better yet:

*You may know where you are,  
God may know where you are but  
If dispatch doesn't know where you are  
You and God better be on good terms!*



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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and vision*

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Over the past few weeks we have been looking at the power of belief.

Beliefs are rarely talked about because we often have very little understanding or value for something we cannot see or control, like the heart.

This past week, I was progressing through some light cycles, and I caught up to an older model truck who appeared to be loaded heavy. The lights were close together; there was traffic everywhere. However, as the road later opened up, he obviously had no interest in being passed. The truck had rust and looked rough on the outside. But when the driver wanted power, he had no trouble putting distance between himself and I.

After all, it's what's under that hood that matters.

Over the past few weeks, we have been looking at the power of what is inside. Just like they did in ancient times, we focus on what we can see on the outside. It is so easy to miss the things that we can't see with our eyes and are often blinded by what we can see.

A very well known verse in 1 Samuel says, "...For [the LORD does] not [see] as man sees; for man looks at the outward appearance, but the LORD looks at the heart."

Why would God focus on our hearts? Wouldn't it be a lot easier to judge people based on what they do or don't do? In Mark 7, Jesus went as far to say that a whole list of evil things come from within.

We would love to believe that God sees us for what we want him to see. We would love for Him to see the way we help people, the way we serve, or even that we went to church. It scares us to hear that God also sees our hidden motives, our inner longings and even our secret sins.

Yet, our hearts, though many times full of pain and wickedness, are also the place where the greatest passions and strengths are found.

As we waded through the darkness within, Jesus wants to be with us. He bought and paid for who we really are. In our hearts. Not who we may try to be.



The gospel is God's answer to every part of the darkness that controls us. Only Jesus can set us free to live the life that we were created to live.

When we are right with God, we are no longer held back. Then, what is under our hood will have the power to pull regardless of what we may look like on the outside.

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

# 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 families so important?



*Physical care because:*

- \* *Unhealthy habits due to long hours on the road*
- \* *Work environment is characterized by the following: lack of medical care, erratic schedules, disrupted sleep patterns, and lack of support systems.*

*Psychological/Behavioral care because:*

- \* *Heavy workloads can cause the following: burnout, sexual addictions, substance abuse, diminished cognitive function*
- \* *High levels of stress can cause the following: hypertension, premature aging, myocardial infarction, extreme fatigue*

*Spiritual care because:*

- \* *There is an openness to faith topics when life seems bleak*
- \* *Religion is often used to increase physical healing*
- \* *Religion can change one's outlook and perspective, becoming more positive, increasing purpose and focus.*
- \* *Religion is often related to greater marital and family stability, more productive employees, and less turnover.*



*TFC Global provides an array of corporate chaplains, plus the added benefit of spiritual care.*

*There are many benefits to having a chaplain:*

- \* *Increased coping skills*
- \* *Improved stability at work*
- \* *Improved ability to resolve conflicts*
- \* *Reduced stress-related health issues*
- \* *More content and relaxed employees*

*Would you like to learn more?*



# RITUAL BATTLE FOR THE HEARTS THE TRUCKING COMMUNITY

ring for the physical, psychological and spiritual needs of our professional drivers and their

road  
following: poor access to health  
terns, extreme time pressure,

urnout, anxiety, depression,  
hed cognitive ability.  
y: hypertension, stroke,  
tremely high blood pressure.

ie seems to be falling apart.  
ealing and well-being.  
pective from negative to

nd family stability,  
ver.



s an integrated, holistic, and professional care program catered to your company's needs through our network  
ains. We offer a custom system of supporting your employees offering from several hours to a full day of service  
efit of being on-call for emergent issues. This level of care is priced dependent on the company's size.

enefits to this program. Check out the following:

- skills
- y at home and work
- o regulate emotions and food choices
- lated
- l reliable 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**

*Would you consider hosting an ICTA event at your church or company? Would you also think about inviting our human trafficking expert to speak at your church, school, company orientation, young men/women's groups?  
For more information, contact us at [info@tfcglobal.org](mailto:info@tfcglobal.org) or call our office at 717-426-9977.*

## In The News

In this section we will be sharing stories about drivers or their families that have been helped through this organization.



In July, over the road driver Nicholas was found deceased in his truck near New Haven, CT. He was 36. Nick's family asked Truckersfinalmile to help him get home to Dover, Delaware to be laid to rest. Nicholas was reunited with his family a week later thank to the financial support of people giving to Truckersfinalmile.

A special message from Robert Palm, Truckersfinalmile's founder and president:

*"Ring the bell. The requests for assistance are currently outpacing donations. Getting any deceased individual home across state lines can and usually runs in the thousands of dollars. We are on track to exceed last year's total of one hundred truckers' families requesting assistance."*

*We need your help. Please consider a tax-deductible donation today. Ask your groups, influencers, bosses, media moguls, tycoons, and others to match your generosity.*

*Help us get drivers home to their families. Donate at [www.truckersfinalmile.org](http://www.truckersfinalmile.org). Families of drivers thank you."*

## Thank You!



truckersfinalmile  
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CHARITY OF  




INVITES YOU TO PARTICIPATE IN

**SLEIGH BELLS  
AND SANTA  
TOY DRIVE**



Each year, we collect donations and new, unwrapped gifts to help children, that have lost a mother or father truck driver out on the road, cope during the Christmas holiday season.

The campaign is open to any child 18 or under that has experienced this type of loss. Refer a child by sending a detailed email with contact and verifying information to [sleighbells@truckersfinalmile.org](mailto:sleighbells@truckersfinalmile.org) no later than December 1.

Purchase gifts from our Amazon Wish List at: <https://a.co/fgcYbiX>

New, unwrapped gifts can be sent to:  
1525 River Road  
Marietta, PA 17547

Gifts must arrive at TFC Global no later than December 8.

Donations can be made through [tfcglobal.org/give](http://tfcglobal.org/give)

truckersfinalmile.org is an IRS recognized 501(c)(3) Charity Organization with a distinct mission:  
to reunite North American truck drivers and their family in times of crisis.

Contact TFC Global:

 717-426-9977

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







## SPONSORSHIP OPPORTUNITIES

# Needed: Semi-Tractor

It finally happened! Our 1996 Volvo semi-tractor has taken its last road trip. We can no longer trust putting it out on the road again; we are blessed to have had so many years of service from this vehicle.

## NOW WHAT?

We are asking God, through the work of His people, to provide us with a "new-to-us" used tractor. Is this a big ask? Absolutely! But, Philippians 4:19 states, "...my God will supply every need..." we are praying for this need and trusting that God will meet it generously.

If you feel led to help our ministry in this way please reach out using the contact information at the bottom of this page.

# YOU CAN HELP!

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For more information, contact us at [info@tfcglobal.org](mailto:info@tfcglobal.org) or call 717-426-9977.



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



You know the important work that TFC Global does. You understand that while some organizations are treating the symptoms of a broken world—sexual violence, divorce, fatherlessness, addiction, greed, and suicide—we are called to bring healing at the root-cause level.

As an investor in this important work, we invite you to take the long view along with us. Through your prayerful, planned giving to the work God is doing through TFC Global, you're building the kingdom of God and a legacy of changed lives.

In our **Planned Giving Options** below, to see a variety of wise, innovative ways for you to give. Thank you for making a difference in the lives of the men and women of the trucking community, their families, and the trucking community that will last not only long into the future, but for eternity.

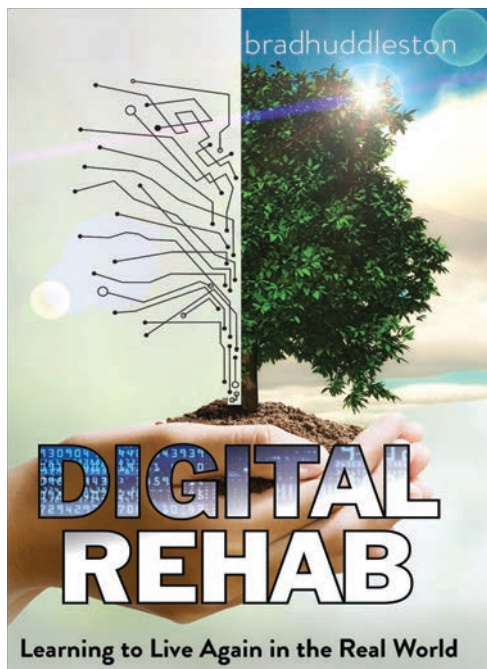
- \* Stocks and bonds
- \* Real estate
- \* Retirement Assets
- \* Insurance benefits

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?*





# DIGITAL REHAB - PART 2

**BRAD HUDDLESTON**

How long does it take to complete a digital detox?

Please do not let what I am about to say overwhelm you. Remember, whenever we decide to do the right thing, God will make a way where there is no way (God's Word is full of true stories of God performing miracles for His children.).

It takes four to six weeks to restore proper dopamine levels (homeostasis) with no technology whatsoever, including not watching television.

I get it. I really do. But I also get crashing. I have a four-year degree in computer science, so I know all too well about overdoing it with screens and then suffering severe burnout. I am advocating seeking the face of God for His wisdom to plan far ahead for a family detox. If your family is in real trouble with misusing or overusing technology, you can either trust God and do something now or wait for a crash where you are forced to do so. I crashed,

and it was hard. I had no choice but to step away and rest. Either way, God will love you and guide you.

God has already given you permission (actually, it's a command) to take care of your body, and if you have children, you are responsible for their well-being. "Do you not know that your bodies are temples of the Holy Spirit, who is in you, whom you have received from God? You are not your own; you were bought at a price. Therefore honor God with your bodies." 1 Corinthians 6:19-20 (NIV)  
Can you see this is not a beat-up? This is a free-up! God is a good Father who wants you and your family to be well.

Planning is key. Consider taking advantage of a holiday and go tech-free. You might have to speak to your boss and explain that you are not emotionally well and need extra time off. Whatever you have to do, you can trust that God will be with you.

If your good Heavenly Father can make the lame to leap like a deer, a mute to shout for joy, water gush forth in the wilderness, and make streams in the desert (Isaiah 35:6), don't you think He can work on your behalf to do whatever it takes to help you ensure that your family is well?

The critical issue here is not just brain health. In reality, it's spiritual health. So be very honest for just a moment. What do your children talk about all the time? What do they crave? Is it Marvel/DC movies, video games, social media, or the Word of God? Are they passionate about church or show boredom regarding spiritual activities?

A digital detox will do wonders to reorient each family member's spiritual compass. We call it spiritual renewal, revival, and awakening. So, what do you do during the four to six-week detox? Replace, replace, replace. All of that time must be filled with analog (non-digital) activities. Here, the sky is the limit. Whatever you enjoy doing that is not sinful, do it—a lot.

At the top of your analog list should be reading Christian books (printed on paper), sleeping, and exercising. As for me, I love to hunt, fish and exercise. You do whatever tickles your funny bone.

My Digital Rehab book and seminars go into great detail on preparing for a digital fast and cover many complications associated with such a challenging but doable endeavor. However, if you only do what is suggested in this article, God will honor you and change your life and the lives within your family.

I believe God wants to bring a global revival, and it begins with each family returning to Him with undivided hearts.

For a lot more information, check out my newly released book, Digital Rehab: Learning to Live Again in the Real World, at [www.bradhuddleston.com](http://www.bradhuddleston.com).

# MINISTRY HIGHLIGHTS & GIVING OPPORTUNITIES



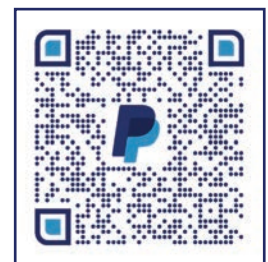
## Ministry Stories:

"I have been working for many years as a driver and cross the Mwanza border post many times in my life. I have never met this kind of wonderful ministry. Targeting truck drivers to receive Jesus Christ through this ministry is something very new and wonderful in my life. I have received my own Bible and other books through this ministry. I feel really blessed and moved. I am planning to start going to church. We would love to have a tent church here at the border post. This month we were blessed to have Chichewa Bibles because this has been our major outcry here. We are highly blessed because this Mwanza border post is a very busy place. With these Chichewa Bibles we will be able to minister to our fellow truckers and their friends who are only Chichewa speakers. *Davison Nyati*

## Ministry Accomplishments:

1. Distributed 60 Bibles in the Chichewa language and 24 English New Testaments
2. Distributed 12,000 Chichewa tracts
3. Continuing to train chaplains with the Chaplains International material managed by TFC Global.
4. Continuing to manage the Trucking Ministry Malawi Facebook page as well as the WhatsApp group Hearts for Truckers
5. One hundred twenty drivers received Christ as Savior this month

**Ministry Needs:** Francis Chibukunya, director of TFC Global Malawi has a great vision for reaching more and more professional drivers with the gospel. If you would like to support this work in Malawi, go to [www.TFCGlobal.org/give](http://www.TFCGlobal.org/give) or scan the QR code below and use the note section to allocate your gift.





# MINISTRY HIGHLIGHTS & GIVING OPPORTUNITIES





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## CELEBRATING TRUCK DRIVER APPRECIATION WEEK

SEPTEMBER 10 - SEPTEMBER 17



Every year, we set aside a special week to celebrate and appreciate the tireless efforts of the unsung heroes who keep America moving—truck drivers. During National Truck Driver Appreciation Week, we recognize the critical role these individuals play in maintaining our nation's economy and way of life. From delivering essential goods to fueling economic growth, truck drivers are the backbone of our country.

The American Trucking Associations reports that around 73% of all freight in terms of weight in the U.S. is moved by trucks, amounting to over \$900 billion in revenue annually. If the trucking industry halted, it would only take three days for grocery stores across America to run out of stock, and it would only take a few hours for hospitals to run out of basic medical supplies. Therefore, it's incredibly important to recognize the efforts of these unsung heroes that keep our nation running during this year's National Truck Driver Appreciation Week. We encourage everyone to express their thanks to these drivers and pray for them regularly.





## KNOWING WHAT TO DO, BUT NOT HOW

If you have followed TFC Global the past few years and have been reading the Gateway to Freedom Foundation articles, you're fully aware that one of the main issues in the fight against sex trafficking is the demand for consumer sex. To put it simply, without the demand for pornography, prostitution, or adult dancing, there would be no sex trafficking. In over 10 years of anti-sex trafficking work I have yet to meet one person who denies this. This means that when it comes to combatting sex trafficking we know what needs to be done to end it, i.e. reduce and end the demand for consumer sex, but we struggle regarding the question of how. How do we go about ending the demand? This is where the rubber meets the road.

The how question is one we take seriously at the Gateway to Freedom Foundation. It is the question that drives the work we do including the programs and resources we develop. As a result we have gained some valuable insight about what it takes to reduce and end the demand for consumer sex. Here are just a few things we have learned.

The first and most important is that ending the demand is possible. The work we do is not in vain. There are solutions to reducing and ending the demand. We are seeing people break free from consumer sexual beliefs and behaviors and walk in freedom. This success is important as it encourages us to keep going and to grow and develop more solutions.

Secondly, we have learned that people want to get free. There are many people who feel trapped in consumer sexual behavior and have experienced many negative outcomes because of it. Far from being put off by intervention opportunities, many users are searching for solutions and willing to make personal sacrifices to get free. This provides a call to action for us to reach as many people as possible with awareness, and letting people know that if they want to get free, GTFF can help.

Third, people who are trapped in the behavior need to be offered hope, not judgment. It doesn't work trying to shame people into getting free or to judge them for their behavior. We find that by helping people identify the pain their behavior is causing them and then to offer them tangible solutions is the best approach.

Finally, there is no "one size fits all" tool, program, or resource. That is why we offer a variety of tools and resources for people, knowing that different things work for different people. Whether it is our 3-day workshop, our Live Free online community, personalized consultation and support, or resource directory we are fully equipped to help people find the right resource for them.

Thank you for supporting the Gateway to Freedom Foundation. Your support has helped us learn effective ways to reduce and end the demand for consumer sex, and therefore end sex trafficking. To continue to support the work please go to [tfcglobal.org/gateway](http://tfcglobal.org/gateway) and click donate.





# THE VOICE OF AN EXPERT

By Ellen Voie

## *The Good Old Days*

Today's professional drivers are much different than the guys I knew when I started working in the trucking industry. Yes, I wrote, "guys," as I didn't know any female drivers in the seventies. There were a few women out there, but the steel fabricating plant where I worked used flatbed trailers to haul in the raw steel and the steel products out. Not a lot of women were pulling flatbeds in those days.

Before deregulation, every common carrier load cost the same regardless of the name on the side of the truck because the rates were determined by tariffs. That meant the trucking company had to provide the best service in the area they were allowed to run based on their Interstate Commerce Commission authority. Competition was truly different then.

Without the technology we enjoy today, a typical dispatcher's office included a United States map with the highways marked by brightly colored pins where shippers were located. Loads were recorded on an index card taped to the wall and assigned by pickup date and driver.

The safety department, if it wasn't the dispatcher's job, involved files full of driver qualification folders, drug testing results, and logbooks from the past seven days. Most interactions were negative, as missed logs or violations were often the topic instead of praises for a job well done.

Drivers were also less regulated, although the hours of service were in place, the method of recording was in a paper logbook. It was common for drivers to use two or three logbooks, as enforcement didn't have the technology to match the days and times to tolls, scales, or even carrier records. Shutting down within three hours of home was not an option!

Truck stops had designated areas for professional drivers to get them served and on their way faster. Except, of course, the drivers who were waiting to use one of the many pay phones along a back wall to check in with the dispatcher to get their next load. You were lucky to find a booth with a payphone included so you could eat and wait at the same time.

Before the Commercial Driver's License (CDL) was mandated in 1986, many drivers had numerous chauffeur's licenses from various states. That way, if a speeding ticket was received in Ohio, the other states didn't have access to the information. Of course, drivers were expected to report violations annually to their carrier, but it was more of an honor system at the time.

To obtain a chauffeur's license, someone might take a written test in one state, or they may have used a pickup truck for a driving test in another state. There wasn't a minimum standard for training and more than one driver has told me they learned to shift and to back the trailer AFTER they were hired.

Many drivers entered the industry because their dad or grandpa was a truck driver. In the past, drivers were considered the knights of the road and a stranded four-wheeler welcomed a tractor trailer slowing down to help them change a flat tire or give them a ride to the next truck stop for a few gallons of gas. Every trucker kept a toolbox in his side compartment and could rig a tractor or trailer with a roll duct tape and a few lengths of binder twine.

The ideal driver was a farm kid, as they learned how to drive heavy equipment at an early age and usually had a better work ethic. Carriers loved those hardworking farm boys! They didn't require much training other than the paperwork, and they were used to long days and hard work.

The early trucks didn't have the amenities we enjoy today. The steering wheel was huge to allow the driver leverage to turn the steers without power steering. Air conditioning wasn't standard and safety features were not common. Double clutching and thirteen speed transmissions took some time to master.

The trucking industry has changed since I started my career in the traffic department of a steel fabricating plant. I had a diploma in Traffic & Transportation Management on my wall amid the maps, the shelves full of tariffs, and the index cards. Deregulation changed the industry into a MORE regulated one as technology has been mandated through the years.

More technology means more monitoring and less autonomy, which is what attracted most drivers to the career in the past. Ask any seasoned driver about the "good old days," and they'll tell you how things have changed. These drivers are leaving the industry to a new generation that will never appreciate how things have changed so quickly.

Will new drivers look back in a few decades and consider these, "the good old days?"



# MOVIN' OUT

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**THE TFC GLOBAL PRAYER LINE**

# URGENT

According to Midwest Food Bank's, Janice Reinke, Agency Director, food donations have been down leaving empty shelves for the food insecure and the agencies that support them.

If you have pallets of food that cannot be delivered due to being "slightly damaged," please contact this organization at their website at [midwestfoodbank.org](http://midwestfoodbank.org) or call the Pennsylvania location at 717-614-8104.

***Your cases or pallets will be  
greatly appreciated.***



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# WE NEED YOU

**01**

**Volunteer Director  
of International  
Ministries** to provide  
oversight for new  
and existing entities

**02**

**Volunteer  
Administrative Help**, as the need arises, to  
process bulk mailings,  
filing, data entry, and  
special projects

**YOUR  
PARTNERSHIP  
HELPS US  
INCREASE  
OUR REACH**



**03**

**Volunteer  
Communications  
Assistant**, each  
month, to write  
articles, design pages,  
and put together our  
magazine

To help TFC Global meet these needs,  
contact our office at [info@tfcglobal.org](mailto:info@tfcglobal.org)  
or call 717-426-9977.



## UPCOMING EVENTS

### 10-17, SEPTEMBER

#### DRIVER APPRECIATION WEEK

Thank the professional drivers!

Check TFC Global social media and email blasts for ideas.

### 16, SEPTEMBER

Susquehanna Chapter Prayer Breakfast

First Baptist Church, Sunbury, PA, 8:00 AM

Contact Don at 570-374-9479

### 22-24, SEPTEMBER

Truckers 4 Hope Show

Clinton County Fairgrounds, Mill Hall, PA

Contact Jason at truckers4hope@gmail.com.

### 15-17, OCTOBER

Faithful Give: a day of support for Kingdom causes

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 will 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 accept this free gift and ask Jesus to be the Lord of your life, 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](mailto:info@tfcglobal.org) or call 717-426-9977. Resources will be sent to help you grow in your faith.



1525 River Rd  
Marietta PA 17547

**In Memory of or In Honor of:**

**To find out how you can honor  
or remember a loved one,  
email [info@tfcglobal.org](mailto:info@tfcglobal.org).**