

UNDERSTAND YOUR PART

Our call is to serve not only in our comfort zones but also reaching out to places we have maybe never considered. The trucking environment ensures us, the church, opportunity to serve, fulfilling God's will.

"And the lord said unto the servant, Go out into the highways and hedges, and compel them to come in, that my house may be filled" (Luke 14:23).

- One church member, entire churches, associations, or state conventions can be a part.
- A CB radio near a road where trucks travel.
- Truck stops to place Bibles, tracts, tapes (music/preaching), hold Bible studies, and other ministry with owners permission.
- Drivers in your church can become missionaries, giving testimonies when they are home. This gives them an active part in their home church.

At the Big Cabin Truck Plaza, Big Cabin, Okla., Frank Pierce works with Craig-Mayes Baptist Association. Frank says, "A truck stop ministry can be a mission project for the entire church lay ministry, mission training, tapes, and college students 211 surrendered to the mission field."

There are many options of ministry in this field. How can we assist you as God leads?

For further information on trucking ministry contact:

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TRUCKING MINISTRY



Richard settled into the lonely truck-stop booth. This Petro station in Carnesville, Ga., held unmistakable evidences of the lonely life of long-distance drivers. They were a trucker's connection to the world that sped by. Richard's spirits were low, and as he looked at his surroundings his depression engulfed him.

Richard looked at his meal. It may have been as close to home cooking as he could get, but it was nowhere near close enough. He should be home.

Had he been home, maybe she wouldn't have left him. The last conversation he had with his wife tormented him.

Now, he was failing to find answers to his despair. What was left to live for? Why should he go on? As far as Richard was concerned, the road held no hope—just more friendless meals that could not fill his heart. Silently, Richard rose from the booth. There was no reason for him to keep feeling this pain. He had the power to stop it himself. He could end it tonight. End it. The finality of Richard's decision hit him hard. How had his life become so hopeless that he wanted to commit suicide?

On his way to the truck, he saw the chapel. He entered the building—shaking, broken. He did not want to face anyone, yet the person who approached him was so welcoming that Richard soon found himself pouring out the regrets that plagued him. The compassionate individual listened attentively to Richard's feelings of emptiness, and then offered words of hope. The counselor told Richard of the healing love of Christ—of how Jesus died on a cross to forgive Richard's sin. No matter how far he trav-

eled, Jesus would never leave or forsake him.

The compelling words of the counselor slowly warmed Richard's heart. He wanted to be forgiven. He wanted a new beginning. He wanted Jesus. And there in the chapel, he invited Jesus to be his constant companion.

Today, Richard continues to enjoy his new life in Christ and volunteers at a mission in his home area. Had there not been a truck-stop ministry at that Petro station in Carnesville, Georgia, this story would have had a much different ending. Richard may have ended his life in the cab of his truck, and he may never have received Christ as his Savior.

Truck-stop ministries reach the long-distance drivers who experience loneliness in a way few will ever know.

UNDERSTAND THE NEED

In the United States there are 7 to 8 million men and women whose profession it is to travel our nation's highways daily.

CONSIDER THE FOLLOWING:

- They are away from families, friends, churches, and community.
- Many spend days, weeks, and months out on the road.
- Society stereotypes them in a negative way because of the culture they live in.
- Their daily routine of driving 10 hours and taking an eight-hour break or waiting to load or unload gives drivers a lot of time to think.
- Many drivers are Christians and need fellowship, encouragement, feeding, and counseling.
- The majority, however, are lost and need the Lord in their life.

Duane and Agness Trudgeon from Holbrook, Ariz., see the need to minister to drivers. Retired from the Air Force, Duane reaches out to those who travel on I-40.

Supported by the Desert Pines Association, the Trudgeons see many who need to be directed or redirected to the Word of God.

UNDERSTAND THE TRUCKER'S SETTING

We see big trucks everyday, but what is life like for that person behind the wheel?

- They come from the United States, Mexico, and Canada.
- For them this country is like a big city, going from one part to another, load after load.
- They are responsible for a rig that weights up to 80,000 pounds.
- Due to regulations they keep logs of where they have been and how long they were there.
- Their main form of communication is a CB radio.
- Breaks are spent in rest areas, off ramps, or truck stops. Truck stops are most common.
- In the United States and Canada there are over 6,000 truck stops. Parking at some is very limited; others park up to 2,000 trucks at a time.
- Drivers are offered services such as television and movie rooms, restaurants, motels, fuel, barber-shops, convenience stores, gift shops, dentists, chiropractors, and chapels.
- Temptations are also frequent to the drivers. Prostitution, gambling, bars, and drugs exist to fill a driver's time and weakness.

On I-85 in Carnesville, Ga., Georgia Baptists have come together to have a full-time ministry. The team sees many who come for encouragement, teaching, and salvation. "Often drivers believe God has them in the truck but need to learn how to minister to others. We help them see how God can use them. God provides a place for drivers to avoid temptation when He places chapels at truck stops," says Kevin Kurtz, chaplain at Carnesville and NAMB consultant.