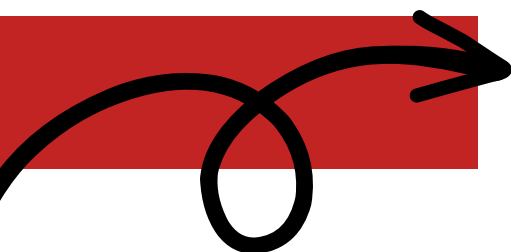


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**roadHOG**  
the House of God on the road



**Hello and welcome to the March edition of the roadHoG Newsletter.**

## New Bus!

I've seen it! A couple of weeks ago three of us from the Project Management Team took a trip to Blackpool to see how they were getting on with the Bus and to agree a few final details. The Bus, both inside and outside (it had just returned from the painters) looks absolutely awesome. We will have to go up to Blackpool again in a week or so to "sign off" the work that Blackpool Design Coachbuilders have done and arrange for the Bus to be brought back to Boston – please check out our website ([www.roadhogbus.org.uk](http://www.roadhogbus.org.uk)) over the next few weeks to see the latest updated photographs.

None of this would have been possible without the donations and prayers of all of our supporters, thank you so much!

## Team members

I'm thrilled to be able to report that four more folk have completed their training to join the roadHoG Teams and that a further two will be finishing their training just as soon as we can arrange a suitable date. It is wonderful to be able to welcome them into the roadHoG "family" – now I just have to get their badges made! I know I say it on a regular basis, but if anyone reading this Newsletter wishes to become a roadHoG Team Member, or if you know someone who might be willing to become involved in the Project, please do get in touch – details are available on the website.



## Old Bus “grumps”: a story of perseverance

A few weeks ago, as we were closing down at the Swineshead Stop, the Bus decided that in addition to engine problems, it was going to cut off the power for all the games and – most importantly – the hot water boiler, so **no Hot Chocolate!** Fortunately, the main lighting runs from batteries but the battery charger wasn’t replenishing. We had enough battery power to finish the evening and the engine was OK. Phew!

The next day, we checked everything but found nothing obviously wrong – and pronounced that the problem was “just one of those things” – until a few Stops later it did it again – and again. Cue a deeper, more involved investigation.

All the circuits checked out, so heads were scratched. Damp ingress into one of the games consoles was ruled out by the simple expedient of replacing it. Eventually the “didn’ts” exceeded the “dids” and we were forced to abandon a Swineshead Stop completely! Cue another full day of investigations with lots of connections checked and tightened and the following Monday, off we went to the Tunnard Street Stop. Initially everything seemed fine and we all breathed a collective sigh of relief until part way through the Stop – the power went off once again. No computer consoles, no computer to run the quiz, but we still had the battery powered lights and there was still enough hot water in the boiler for Hot Chocolate! ☺

Tuesday saw another full day of circuit testing until – low and behold – we found a loose wire! Wire tightened and everything looked great, we were ready for the Fenside Stop the very next evening. However, on the morning of the Stop, John took the very sensible precaution of turning everything on – just to check! And everything electrical shut down once again – what were we to do? The answer was to change the only thing we hadn’t thought of and that was the main “trip” (actually called a Residual Current Circuit Breaker – or RCCB), but where to get one for a Bus that had had the wiring installed fifteen years previously.

Visits began to a number of electrical suppliers – one return trip from Fosdyke to Boston, as the one we eventually found turned out not to fit – and a visit to the last remaining supplier, who, praise God, had the very thing. We fitted it, we prayed, we turned on all the electrical circuits – and they all worked! The Fenside Stop that evening went off without a hitch (except that a 9 year old beat me at “Four in a Row”, four times in a row).

The trials and tribulations of running an old youth Bus!!

Will the new Bus guarantee that everything will be fine from day one and continue to do so – the short answer is no! However, we have proven that with God on our side (and a lot of head scratching) we should be well up to the task of continuing our work. A huge thank you to all who gave of their time to sort out this problem – but don’t put your screwdrivers away just yet!

Thanks for reading, thanks for giving, but most important of all – thanks for praying.

God Bless,

*Kew!*



# Stops and Times in March



roadHOG Stop dates and times March 2024								
	STOP	Arrive	START	Depart	STOP	Arrive	START	Depart
Fri 1st March		No Stop						
Sat 2nd March		No Stop						
Sun 3rd March	Sibsey	1:30p m	2:00p m	3:30p m	Kirton	3:40p m	4:00p m	5:30p m
Mon 4th March	Woad Farm	7:00p m	7:30p m	9:00p m				
Tue 5th March	High Street	6:30p m	7:00p m	8:30p m				
Wed 6th March	Fishtoft	7:00p m	7:30p m	9:00p m				
Thur 7th March	Swineshead	7:00p m	7:30p m	9:00p m				
Fri 8th March		No Stop						
Sat 9th March		No Stop						
Sun 10th March		No Stop						
Mon 11th March	Tunnard St	7:00p m	7:30p m	9:00p m				
Tue 12th March		No Stop						
Wed 13th March	Fenside	7:00p m	7:30p m	9:00p m				
Thur 14th March	Butterwick	7:00p m	7:30p m	9:00p m				
Fri 15th March		No Stop						
Sat 16th March		No Stop						
Sun 17th March	Sibsey	1:30p m	2:00p m	3:30p m	Kirton	3:40p m	4:00p m	5:30p m
Mon 18th March	Woad Farm	7:00p m	7:30p m	9:00p m				
Tue 19th March	High Street	6:30p m	7:00p m	8:30p m				
Wed 20th March	Fishtoft	7:00p m	7:30p m	9:00p m				
Thur 21st March	Swineshead	7:00p m	7:30p m	9:00p m				
Fri 22nd March		No Stop						
Sat 23rd March		No Stop						
Sun 24th March		No Stop						
Mon 25th March	Tunnard St	7:00p m	7:30p m	9:00p m				
Tue 26th March		No Stop						
Wed 27th March	Fenside	7:00p m	7:30p m	9:00p m				
Thur 28th March	Butterwick	7:00p m	7:30p m	9:00p m				
Fri 29th March		No Stop						
Sat 30th March		No Stop						
Sun 31st March	Sibsey	1:30p m	2:00p m	3:30p m	Kirton	3:40p m	4:00p m	5:30p m