

1: Books by Phyllis Arkle (Author of The Railway Cat)

The Railway Cat And Digby has 4 ratings and 1 review. Kirsti said: A really cute story, and I'd recommend it for lovers of cats of all ages. Alfie is a s.

Bay Ferries began operations in upon being awarded the operating licenses for ferry routes in the Bay of Fundy and Gulf of Maine which were being discontinued by federal Crown corporation Marine Atlantic as part of cost-cutting measures. Bay of Fundy source: This ferry service is a continuation of steamship service dating to the 19th century, expanded upon by the Dominion Atlantic Railway in the early 20th century and subsequently the Canadian Pacific Railway CPR. The service originally operated from dockside rail facilities at Long Wharf in Saint John and the current public wharf in Digby. CP was to build a new ferry, the MV Princess of Acadia built in , the federal government would construct and own the new ferry terminals, and the provincial governments would construct new roads to link the terminals with the respective highway networks. If CP ever encountered an operating loss, it was agreed that the federal government would take over responsibility for the service. The service became unprofitable for CP in and the federal government stepped in, providing an operating subsidy to maintain the service. In , the service and the vessel Princess of Acadia were transferred to Canadian National Railway and in was grouped under a separate subsidiary CN Marine. In this subsidiary was made a separate Crown corporation, Marine Atlantic. Bay Ferries has continued to operate the year-round service since , using Princess of Acadia until and then Fundy Rose. The vessels, along with the ferry terminals, are owned by the Government of Canada. The crossing time is approximately 3 hours. Operating Subsidies Although the federal government owns the ferry terminals and vessels, the operation of this inter-provincial ferry service had been one of the few in Canada which was unsubsidized. The announcement met with widespread opposition, with a group of local business owners, concerned citizens and ferry company employees organizing a "Save The Ferry" committee to help save the service. Over jobs would be directly terminated as well as hundreds possibly thousands indirectly. The federal government, which still owns the vessel and terminals, as well as the provincial government of Nova Scotia and municipalities on both sides, looked at possible solutions. A number of subsequent government agreements since have provided operating subsidies to help keep the ferry in service. The most recent subsidy agreement in came shortly after an announcement that the federal government would purchase a replacement vessel for Princess of Acadia. Gulf of Maine source: This ferry route was initiated in by the Government of Canada at the insistence of tourism operators and fish exporters in southwestern Nova Scotia. Throughout the 19th century and early 20th century, steamship service from Yarmouth to New York City, Boston and Portland, Maine, had been provided by various operators, lastly the Dominion Atlantic Railway, subsequently Canadian Pacific Railway. Following government-mandated service cutbacks to Marine Atlantic in the mids, Bay Ferries was formed as a subsidiary of NFL and successfully bid for the right to operate the Yarmouth-Bar Harbor route. Upon taking control of the operation in , Bay Ferries continued to operate the MV Bluenose that year, after which it was sold. Bay Ferries entered into a purchase agreement in late with Incat in Hobart, Australia, for the Incat , a wave-piercing catamaran ferry operating on the Melbourne-Devonport service by TT-line under the brand name "Devil Cat. The introduction of HSC INCAT to the Gulf of Maine met with great publicity and interest among Canadian and American media as this was the first, and currently the fastest 41 knots , large-capacity high-speed ferry in North America, cutting the trip time between the two ports from six hours on a conventional vessel to less than three hours. In , Incat was sold and The Cat replaced it. The high speed ferry operated between the ports in 2 hours and 30 minutes, compared with a crossing time of over 6 hours using a conventional ferry vessel. The service was seasonal and did not operate during the late fall, winter and early spring when severe ocean storms could inhibit crossings, although the conventional vessels were year-round services for many years. The city of Portland was in the process of constructing a replacement ferry terminal, but it assumed that financial difficulties would prevent Scotia Prince Cruises from returning to the Yarmouth service and entered into discussions with Bay Ferries about expanding its Gulf of Maine service to include Portland, in addition to Bar Harbor. It is unknown how much of a subsidy was provided for the operating

season but it is believed to surpass the amount. On December 18, Bay Ferries announced that it was ending its Gulf of Maine service from Yarmouth to Bar Harbor and Portland after the Government of Nova Scotia ended the subsidies, resulting in approximately jobs being lost. Maritime Administration and the U. Navy for a multi-year charter of HST The vessel underwent a refit at a shipyard in South Carolina and the service started on June 15, Trinidad and Tobago source: The Government of Trinidad and Tobago has been in the process of trying to purchase a fast ferry to serve the inter-island route all year long. The entire Tobago Express fleet was grounded for several days pending inspections to the fleet and citizens were left depending fully on the high speed ferry service.

2: the railway cat | eBay

The Railway Cat and Digby (Young Puffin Books) by Arkle, Phyllis; illustrated by Lynne Byrnes and a great selection of similar Used, New and Collectible Books available now at www.enganchecubano.com

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THE RAILWAY CAT AND DIGBY pdf

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3: What has the author Phyllis Gernes written

Note: Citations are based on reference standards. However, formatting rules can vary widely between applications and fields of interest or study. The specific requirements or preferences of your reviewing publisher, classroom teacher, institution or organization should be applied.

4: The Railway Cat and Digby by Phyllis Arkle (Paperback,) | eBay

*The Railway Cat and Digby (Young Puffin Books) [Phyllis; illustrated by Lynne Byrnes Arkle, Lynne Byrnes] on www.enganchecubano.com *FREE* shipping on qualifying offers. The Railway Cat and Digby.*

5: Ferry to Nova Scotia from Maine Service | The CAT | Bay Ferries

Comment: This book is in very good condition and will be shipped within 24 hours of ordering. The cover may have some limited signs of wear but the pages are clean, intact and the spine remains undamaged.

6: What has the author Phyllis Hay written

A collection of stories which follow the adventures of the railway cat. This book contains four short stories - "The Railway Cat", "The Railway Cat and the Horse", "The Railway Cat's Secret" and "The Railway Cat and Digby".

7: Bay Ferries - Nova Scotia Cat Ferry

Find helpful customer reviews and review ratings for The Railway Cat And Digby (Young Puffin Books) at www.enganchecubano.com Read honest and unbiased product reviews from our users.

8: Phyllis Arkle - Wikipedia

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9: Phyllis Arkle | Open Library

Alison Pyne added a new photo to Tess the Station Cat - Digby's timeline "at Digby and Sowton railway station. June 27, 1901. Exeter, United Kingdom. I spy with my little eye - Tess!"

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