

said Meeker. "A lot of other resorts took advantage of it, but we took full advantage of it. It was the largest single snowgun update of any resort in Vermont's history and that was a big step in the right direction for our snowmaking system to run as efficiently as possible and also make the best product possible."

ANNIVERSARY

Mount Snow's 60th Anniversary is right around the corner and Meeker said that a weekend of festivities have been planned in celebration.

The celebration is going to be on Friday, Dec. 12, which is known as "Founder's Day." The date is the first day Mount Snow opened back in 1954, Meeker said.

"Since it's on a Friday and it is our 60th we're going to celebrate all weekend long. So, we're going to have stuff going on Friday, Saturday and Sunday. Saturday we're going to have a party at the Snow Barn with Orange Crush, which is an 80s band, so we're going to have a throwback party. We're already encouraging people to wear retro gear all weekend long; whatever time period in which they have some clothes from the past."

Part of what the resort will be doing to celebrate is offering \$12 lift tickets when the tickets are purchased in advance online. The resort is also going to have a big historical display of Mount Snow memorabilia.

There are also going to be parties at Cousins and the Main Base Lodge.

On Sunday of that weekend, Meeker said they are also probably going to have an "old school" bamboo gate series.

"Back in the day when people would run gates they would be made of bamboo and so we're going to set some of those up. We're going to have a straight ski category," said Meeker. "It's just going to be a real focusing on our history."

While the Dec. 12 weekend is going to be the big celebration of the resort's 60th Anniversary, Meeker said that they will be celebrating throughout the winter with some other events as well.

"We love to celebrate things here at Mount Snow," said Meeker. "It's one of the things that we do so hopefully folks will come out and help us celebrate because it's not just about our history this season, it's about our future and we have a lot of great stuff to talk about with that."

HONORING OUR ARMED FORCES

LOUISIANA CASUALTIES

Mr. VITTER. I come to the floor today with a heavy heart to remember and commemorate the 11 soldiers, including 4 members of the Louisiana National Guard, who we lost this month as a result of a helicopter training accident on the Santa Rosa Sound. These were brave men, having regularly risked their own lives while flying in combat and in responding to the numerous hurricanes Louisiana has been devastated by during the many years of service they gave. I agree with Major General Curtis, the Adjutant General of the Louisiana National Guard, in describing them as the best of us. They were selfless men willing to sacrifice their own safety and lives if it meant ensuring our security or saving the life of another. Nothing can ever fill the void left by their absence, an absence that makes it our duty to keep their memories alive, so that others may

know of their bravery and sacrifice. Recognizing the valor that each of these men served with, today I submit for the record specifics regarding Louisiana's soldiers.

Chief Warrant Officer George Griffin joined the Louisiana National Guard in 1994 before deploying to Iraq in support of Operation Iraqi Freedom in 2004 and again in 2008. He is remembered as one of the most talented and respected warrant officers in the Louisiana National Guard, who routinely sought to teach his fellow aviators to be the best they could be. He also served during State deployments in response to Hurricanes Katrina, Rita and Isaac; in support of Operation River Guardian in 2011, which sought to extend the levee protecting Klotz Springs; and in the response to the Deepwater Horizon spill. He is survived by his wife Becky, his four children, Marianne, Cody, Dylan, and Logan, and his father George.

Chief Warrant Officer George Strother joined the Louisiana National Guard in 1988, serving until 2007 before rejoining the Guard in 2009. In addition to his service in response to Hurricanes Katrina, Rita and Isaac, he deployed to Iraq in support of Operation Iraqi Freedom in 2004, to Afghanistan in support of Operation Enduring Freedom in 2011, and Kosovo in 2014 as a member of the NATO peacekeeping force. He was a devoted husband, father, and service member. An experienced combat aviator and instructor, he is remembered as a caring man with an outsized personality that touched the lives of everyone he met. He is survived by his wife Melissa; his children Chelsie and George II, and his mother Sara.

Staff Sergeant Lance Bergeron enlisted in the U.S. Marine Corps in 1994, serving on Active Duty until 1998 and as a reservist until 2001, when he joined the Louisiana National Guard. He was a seasoned combat veteran, having deployed to Iraq in support of Operation Iraqi Freedom in 2004 and again in 2008. He also deployed in response to Hurricanes Katrina, Rita, and Isaac, and as a part of Operation River Guardian in 2011. He is remembered as an experienced crew chief that the members of his unit looked up to and aspired to be. According to men in his unit, he served with an unparalleled excitement and dedication to his duty as a National Guard member, husband, and father. He is survived by his wife Monique, his two children Callie and Landon, and his parents Mark and Stella.

Staff Sergeant Thomas Florich enlisted in the Louisiana National Guard in 2007, and served as a Black Hawk repairman. He served in numerous State deployments, including Operation Deepwater Horizon and in response to Hurricane Isaac. He is remembered as a cheerful man dedicated to the National Guard and always willing to step up if it meant the unit would be able to better complete its mission. Staff Sergeant Florich is not only survived by his parents Stephen and Kimberley, but also his wife Meghan, who is pregnant with their first child.

TRIBUTE TO DR. MARVIN HOGAN

Mr. COCHRAN. Mr. President, I wish to commend Dr. Marvin Hogan for his remarkable involvement with early childhood education, job training and workforce development in the State of Mississippi for more than 40 years.

Currently, Dr. Hogan serves as executive director of Friends of Children of Mississippi, based in Jackson. Friends of Children of Mississippi operates Head Start and Early Head Start Programs in Humphreys, Sharkey, Issaquena, Madison, Leake, Rankin, Copiah, Kemper, Newton, Clarke, Jasper, Smith, Jones, Wayne, and Green Counties.

Friends of Children of Mississippi has a notable record of providing quality early childhood development and educational services to low-income children in our State. In the organization's 48-year history, it has transitioned nearly 140,000 children into the public schools of Mississippi.

Friends of Children of Mississippi was recognized recently by the National Head Start Association for its accomplishments. Its two-generation model, which engages parents of Head Start and Early Head Start children to break the cycle of poverty and put families on the path to self-sufficiency, was featured in a National Association report as a case study for exceptionally effective two-generation programs. Since the Friends of Children of Mississippi two-generation program began in 2003, almost 97 percent of enrolled parents have successfully completed their GED or gone to college and transitioned to employment. This well-deserved honor is a credit to Dr. Hogan and his colleagues in the 15 counties they serve across Mississippi.

A native of Waynesboro, MS, Dr. Hogan has been recognized nationally for his work to break intergenerational cycles of poverty and to expand educational opportunities for African Americans in our State. I am pleased to commend Dr. Hogan for his service and to wish him and his colleagues continued success in their work to provide a solid educational foundation for Mississippi's children.

RAIL SAFETY AND POSITIVE TRAIN CONTROL

Mr. BOOKER. Mr. President, today I voice my concerns on an important rail safety issue that we have been working on in the Senate Committee on Commerce, Science, and Transportation. While railroads and commuter rails may face the immense challenge of implementing appropriate PTC precautions, now and always we must place the safety of our citizens above the fear of difficulties incurred by necessary technological change. We must face these difficulties head-on in order that our citizens' lives be ensured safety in public transportation.

New Jersey runs on rail. Our economy simply could not sustain itself