

bands, was printed the name of the enterprise for which they stood: on one side "Train de la Reconnaissance Francaise" and on the other "Gratitude Train."

The French citizens embraced the idea of thanking America for its sacrifice and generosity and they scoured the countryside for 40 and 8s that could be reconditioned as gifts to each state in America.

"By the end of 1948 the boxcars were filled to capacity. The train carrying over two hundred and fifty tons of gratitude was pulled to the port of Le Havre for shipment to America." The cars were loaded on a freighter bound for Weehawken, New Jersey. Upon arrival, the cars, with a wheel base eight inches wider than standard U.S. tracks, were loaded on flatcars for delivery to their final destinations.

Vermont's Merci car first arrived in Vermont at Brattleboro on February 9, 1949 at 11 in the morning. It was received in Montpelier the following day at 8 a.m. with an official ceremony at 10 "with Gov. Gibson and other officials participating."

When Earl Newton unpacked the cargo, he compiled a detailed inventory on a legal pad. His original notes, in a file at the Vermont Historical Society, are still quite legible. A casual perusal of the list of gifts Mr. Newton distributed include 39 dolls, various decorated cloth wallets, stockings, thank-you cards, pencil drawings, watercolors, ornamental fans, toy cars, guns, pencil boxes, puppets, doilies, photographs, and painted ceramic souvenirs.

Antique French currency in the form of bank notes was included as well as a sampling of Confederate Bank notes from the U.S. Civil War. A representative sampling of some of the gifts may be seen at the Vermont Historical Society.

The most interesting item from the Merci Train is the old railroad car itself that was displayed on temporary rails behind the Supreme Court building at 111 State St. in Montpelier. It remained there until 1953, according to Vermont legislator John Finn, when it was transported to Redstone, then the headquarters of the Vermont State Police, to be used for storage.

With no shelter or maintenance, the car began to deteriorate, and the once brightly painted Provincial crests began to disappear in the harsh weather. When asked, a stingy Vermont Legislature would not appropriate \$10,000 for a shelter, and by 1968 the car had been moved to Steamtown, a Vermont railroad museum in Bellows Falls. Funds promised for restoration never materialized, and Finn noted it again was used for "a storage bin, rotting where it stood."

But then, Melvin Hilliker of St. Albans came across the old car at the train museum. Hilliker, a member of the American Legion, was also a member of a group of Legionnaires who were dedicated to the history of the "40 and 8s." He enlisted his cohorts to save Vermont's Merci Car by taking it to St. Albans for restoration. St. Albans, a famous old railroad town, seemed to be the perfect destination for the neglected relic.

Finn and company lobbied members of the Vermont Legislature for permission to take the car to St. Albans. For Finn, it was a relatively convenient task, as he had just been elected to represent St. Albans in the Vermont House.

After much cajoling, Steamtown released the historic boxcar. At first, moving it seemed an insurmountable problem, but the Miller Construction Company of Windsor generously moved it to the St. Albans CVRR roundhouse in June of 1983.

The "40 and 8" enthusiasts of St. Albans raised funds to restore the car, and with the assistance of the Vermont National Guard, it was moved to St. Albans' Switchyard Shopping Center for a rededication and display.

The history buffs who witnessed the dedication on June 7, 1984, undoubtedly believed the antique railroad car would rest at the Switchyard permanently. However, that was not to be. In just over 10 years time the members of the St. Albans American Legion realized they did not have the means to preserve the antique rail car and, in 1995, with the help of the Vermont Office of Historic Preservation, the old 40 and 8 was moved to the Military History Museum at Camp Johnson in Colchester. Under the aegis of the Vermont National Guard, the museum features the Merci Train car as the centerpiece of its World War One exhibit.

Lovingly restored and displayed, the old car may be boarded by visitors who can imagine what it must have been like to be an American doughboy carried to the front with 39 companions, and then what it looked like in 1949 when it pulled into Montpelier, laden with gifts from a thankful France.

While Vermonters have the good fortune of being able to visit their car from the Merci Train, residents of some of the other New England states are not as lucky.

A 1984 report indicated that the Connecticut car was destroyed by fire in the 1950s, the whereabouts of the Massachusetts car was unknown, and Maine's was in disrepair with most of the painted decorations removed. In 1999 the Rhode Island car was discovered in a junkyard, but now resides in The Museum of Work and Culture in Woonsocket.

In northern New England, New Hampshire (in Manchester) and Vermont have provided shelter for their 40 and 8s and preserved their legacy of sacrifice and gratitude. One may view the car at the Vermont National Guard Library and Museum, which is open Tuesday through Friday from 10 a.m. to 4 p.m. There is no charge for admission.

BUDGETARY REVISIONS

Mr. ENZI. Mr. President, section 251 of the Balanced Budget and Emergency Deficit Control Act of 1985 establishes statutory limits on discretionary spending and allows for various adjustments to those limits, while sections 302 and 314(a) of the Congressional Budget Act of 1974 allow the chairman of the Budget Committee to establish and make revisions to allocations, aggregates, and levels consistent with those adjustments. The Senate will soon consider the conference report to accompany H.R. 2577, the Military Construction, Veterans Affairs, and Related Agencies Appropriations Act, 2017. This conference report provides

funding to combat the Zika virus. For these efforts, the bill provides \$991 million in budget authority for fiscal year 2016 and \$39 million and \$382 million in outlays for fiscal year 2016 and fiscal year 2017, respectively. These figures include rescissions of emergency funds that provide a partial offset. This legislation includes language that would designate these provisions as emergency funding pursuant to section 251(b)(2)(A)(i) of the Balanced Budget and Deficit Control Act of 1985. The inclusion of these designations makes this spending eligible for an adjustment under the Congressional Budget Act.

The conference report to accompany H.R. 2577 also includes funding for military construction outside of the United States that is designated as overseas contingency operations funding pursuant to section 251(b)(2)(A)(ii). These provisions provide \$172 million in budget authority and \$1 million in outlays for fiscal year 2017. The inclusion of the overseas contingency operations designations with these provisions makes this spending eligible for an adjustment under the Congressional Budget Act.

On May 26, 2016, I made adjustments to the budgetary aggregates and the Committee on Appropriation's allocations for fiscal years 2016 and 2017 to accommodate emergency spending found in S. amendment No. 3900 to combat the Zika virus that qualified for a cap adjustment under BBEDCA. The adjustments I make today take these prior adjustments into consideration and reflect the appropriate level for overall adjustments for considering this legislation.

As a result, I am decreasing the budgetary aggregate for fiscal year 2016 by \$107 million in budget authority and \$108 million in outlays. I am increasing the budgetary aggregate for fiscal year 2017 by \$172 million in budget authority and decreasing outlays by \$125 million. Further, I am revising the budget authority and outlay allocations to the Committee on Appropriations by reducing revised nonsecurity budget authority by \$107 million and outlays by \$108 million in fiscal year 2016. Finally, I am revising the budget authority and outlay allocations to the Committee on Appropriations by increasing revised security budget authority by \$172 million and reducing outlays by \$125 million in fiscal year 2017.

I ask unanimous consent that the accompanying tables, which provide details about the adjustment, be printed in the RECORD.

There being no objection, the material was ordered to be printed in the RECORD, as follows:

REVISION TO BUDGETARY AGGREGATES

(Pursuant to Section 311 of the Congressional Budget Act of 1974 and S. Con. Res. 11, the Concurrent Resolution on the Budget for Fiscal Year 2016)

	\$s in millions	2016
Current Spending Aggregates:		
Budget Authority		3,070,927
Outlays		3,091,393

REVISION TO BUDGETARY AGGREGATES—Continued

(Pursuant to Section 311 of the Congressional Budget Act of 1974 and S. Con. Res. 11, the Concurrent Resolution on the Budget for Fiscal Year 2016)

	\$s in millions	2016
Adjustments:		
Budget Authority		— 107
Outlays		— 108
Revised Spending Aggregates:		
Budget Authority		3,070,820
Outlays		3,091,285

REVISION TO SPENDING ALLOCATION TO THE COMMITTEE ON APPROPRIATIONS FOR FISCAL YEAR 2016

(Pursuant to Sections 302 and 314(a) of the Congressional Budget Act of 1974)

	\$s in millions	2016
Current Allocation *:		
Revised Security Discretionary Budget Authority		548,091
Revised Nonsecurity Category Discretionary Budget Authority		528,955
General Purpose Outlays		1,173,214
Adjustments:		
Revised Security Discretionary Budget Authority		0
Revised Nonsecurity Category Discretionary Budget Authority		— 107
General Purpose Outlays		— 108
Revised Allocation *:		
Revised Security Discretionary Budget Authority		548,091
Revised Nonsecurity Category Discretionary Budget Authority		528,848
General Purpose Outlays		1,173,106

* Excludes amounts designated for Overseas Contingency Operations/Global War on Terrorism pursuant to Section 251(b)(2)(A)(ii) of the Balanced Budget and Emergency Deficit Control Act of 1985.

Memorandum: Above Adjustments by Designation	Program Integrity	Disaster Relief	Emergency	Total
Revised Security Discretionary Budget Authority	0	0	0	0
Revised Nonsecurity Category Discretionary Budget Authority	0	0	— 107	— 107
General Purpose Outlays	0	0	— 108	— 108

REVISION TO BUDGETARY AGGREGATES

(Pursuant to Section 311 of the Congressional Budget Act of 1974 and Section 102 of the Bipartisan Budget Act of 2015)

	\$s in millions	2017
Current Spending Aggregates:		
Budget Authority		3,212,350
Outlays		3,219,700
Adjustments:		
Budget Authority		172
Outlays		— 125
Revised Spending Aggregates:		
Budget Authority		3,212,522
Outlays		3,219,575

REVISION TO SPENDING ALLOCATION TO THE COMMITTEE ON APPROPRIATIONS FOR FISCAL YEAR 2017

(Pursuant to Sections 302 and 314(a) of the Congressional Budget Act of 1974)

	\$s in millions	2017
Current Allocation:		
Revised Security Discretionary Budget Authority		551,068
Revised Nonsecurity Category Discretionary Budget Authority		518,531
General Purpose Outlays		1,182,309
Adjustments:		
Revised Security Discretionary Budget Authority		172
Revised Nonsecurity Category Discretionary Budget Authority		0
General Purpose Outlays		— 125
Revised Allocation:		
Revised Security Discretionary Budget Authority		551,240
Revised Nonsecurity Category Discretionary Budget Authority		518,531
General Purpose Outlays		1,182,184

Memorandum: Detail of Adjustments Made Above	OCO	Program Integrity	Disaster Relief	Emergency	Total
Revised Security Discretionary Budget Authority	172	0	0	0	172
Revised Nonsecurity Category Discretionary Budget Authority	0	0	0	0	0
General Purpose Outlays	1	0	0	— 126	— 125

COMMERCE-JUSTICE-SCIENCE
APPROPRIATIONS BILL

Mr. GRASSLEY. Mr. President, today I want to highlight several important provisions I am pleased are included in the fiscal year 2017 spending bill for the Departments of Commerce, Justice, Science, and Related Agencies.

Several of these provisions are transparency measures that I developed after months of oversight work, to ensure greater accountability in the use of Federal funds. The bill also includes funding for several key programs that benefit at-risk children, as well as survivors of sexual or domestic violence.

First, I am pleased the fugitive apprehension activities that are author-

ized under the Adam Walsh Child Protection and Safety Act are supported in this bill. The Adam Walsh Act, which is so named to honor the memory of a 9-year-old boy who was murdered in 1981, authorizes the U.S. Marshals Service to apprehend convicted sex offenders who fail to register as fugitives. The Adam Walsh Act also calls for U.S. Marshals to help jurisdictions track down those who fail to register as sex offenders or who later go missing from the registration system.

I have introduced legislation, known as the Adam Walsh Reauthorization Act of 2016, to extend the authorization for these same fugitive apprehension activities in each of the next 2 years.

Earlier this year, I led the Senate Judiciary Committee in approving this reauthorization measure, and it passed the full Senate, 89-0, a few weeks ago.

Providing \$61.3 million in funding for these Adam Walsh Act activities in fiscal year 2017, as our reauthorization bill proposes, will help ensure the safety of America's children. It is vital that the other chamber quickly take up and pass our reauthorization bill before the 35th anniversary of Adam Walsh's disappearance on July 27th.

Second, I appreciate the committee's efforts to ensure adequate resources for Federal juvenile justice and delinquency prevention programs. Senator WHITEHOUSE and I have filed a bill to