

### **About Lang Station.**

“Lang Station” is a local colloquialism for the “wedding of the rails” that joined Los Angeles and San Francisco. It was one of the most significant events in California history, putting Los Angeles on the (railroad) map of the United States. Train tracks laid north out of Los Angeles and south out of San Francisco met on John Lang’s homestead in Soledad Canyon and culminated in a “golden spike” ceremony on September 5, 1876, similar to the more famous golden spike ceremony in Utah that marked the completion of the Transcontinental Railroad in 1869. Now, in 1876, Los Angeles had a direct link to the Transcontinental Railroad and was transformed from an isolated, politically impotent and sparsely populated outpost into a budding metropolis that would eclipse San Francisco in population and industry.

Generally overlooked until the centennial ceremony in 1976 were the Chinese immigrant men who provided most of the labor. Out of a workforce of approximately 4,000 men, at least 3,000 were Chinese immigrants. Prejudice against Chinese immigrants in California at the time would lead to the federal Chinese Exclusion Act six years later. Unlike in 1869 at Promontory Summit where Chinese workers laid the last rail for the Central Pacific Railroad and Irish immigrant men laid the last rail for the Union Pacific, the Chinese workers were excluded from the “photo opportunity” at Lang. (Ironically, nobody thought to bring a camera.) When the last 1,000 feet of track remained to be laid, the Chinese workers were ordered to stand aside so Caucasian men could complete the task in view of the political dignitaries and railroad executives who gathered at the Lang site where Charles Crocker hammered in the “last spike” (fabricated of solid gold) with a silver hammer.

The Southern Pacific Railroad later erected a train station at Lang, ergo “Lang Station.” It was razed in 1971.

Looking at a map, one might ask: How was Lang the midpoint between Los Angeles and San Francisco? Answer: Terrain. Laying track southerly from San Francisco through farm country went relatively quickly. But track layers coming north from Los Angeles encountered an obstacle: the mountain range separating the San Fernando and Santa Clarita valleys. They couldn’t go over it. They had to go through it. For more than a year, some 1,000 Chinese workers dug what was then the world’s third-longest tunnel. Many workers died on the project. (It was the same story at Promontory Summit, Utah, which isn’t the geographical midpoint

between San Francisco and Iowa. Chinese workers from the west had to bore through the Sierra Nevadas.)

Vista Canyon Ranch is the appropriate place to celebrate the “wedding of the rails” and the Chinese immigrants who built the road because, one, Vista Canyon has a train station, and moreover it is a Metrolink station – Metrolink being the successor operator of the rail line that came together at Lang. Two, the Vista Canyon Metrolink Station is the public/government facility which is geographically nearest to the actual site of the rail linkage. No other site in Santa Clarita – or anywhere else, for that matter – is specifically dedicated to preserving the history of the rail linkage and the workers who built the railroad.





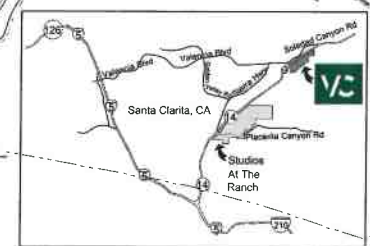






# LAND USE

- Town Center - Retail & Office
- Town Center - Retail & Multi-Family
- Creative Office Campus
- Retail
- Hotel
- Multi-Family Residential
- Neighborhood Residential
- Metrolink Station and Bus Transfer Station
- Parks
- Parking Structure
- Water Reclamation Plant
- Open Space
- River Corridor



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