



RESEARCH ON THE BLENDING OF ARCHITECTURAL FORM AND CULTURE IN
HARBIN MIDDLE EAST RAILWAY PERIOD



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RESEARCH ON THE BLENDING OF ARCHITECTURAL FORM AND CULTURE IN
HARBIN MIDDLE EAST RAILWAY PERIOD



A Dissertation Submitted in Partial Fulfillment of the Requirements
for the Degree of DOCTOR OF ARTS
(D.A. (Arts and Culture Research))

Faculty of Fine Arts, Srinakharinwirot University

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THE DISSERTATION TITLED
RESEARCH ON THE BLENDING OF ARCHITECTURAL FORM AND CULTURE IN HARBIN MIDDLE
EAST RAILWAY PERIOD

BY
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The aim of this paper is a comprehensive investigation into the architectural forms and cultural blending that characterized the Middle East Railway period in Harbin. Through an analysis of the architecture of this era, this study uncovers the profound intersection of Chinese and Western cultures, reflecting the phenomenon of multicultural coexistence. The Harbin Middle East Railway period is a significant chapter in modern Chinese history and a paradigmatic case of the blending of architectural forms and cultures. This thesis examines the architecture of the Harbin Middle East Railway period from historical, architectural, developmental and cultural perspectives, analysing the diversity and uniqueness of its architectural forms in the fusion and interaction of disparate cultural elements. The architectural culture of this period embodies the wisdom of Chinese and Western modern architectural designers and artisans, and holds great significance for the phenomenon of architectural culture globally. It is hoped that the research offers insight and guidance for scholarly investigation, advanced contemporary architectural practice, and to contribute to the preservation and transmission of the invaluable cultural heritage of the Middle East Railway period.

Keyword : History Architectural Forms Architectural Development Cultural Fusion.

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CHUNYU ZHANG

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CHAPTER 1

INTRODUCTION

Background

The Middle East Railway is a very important railroad in China, crossing the eastern provinces of Heilongjiang, Jilin, Liaoning and Inner Mongolia. It brings not only rich cultural connotations, but also architectural cultures associated with it that are unique and valuable. The railroad was built in August 1897, and in February 1903 the whole line was opened to traffic. Taking Harbin as the center, it reaches Manzhouli from the west, Suifenhe from the east, and then from Harbin to the south through Changchun and Shenyang until Lushunkou in Dalian. With the management and operation of railways in various periods, a considerable number of auxiliary and service buildings were also constructed. These include public buildings such as stations, factories, churches, clubs, hospitals, schools, as well as a significant number of railway residences and associated civilian structures. Most of these buildings were uniformly planned and designed by Russian architects to meet different functional needs, and the Chinese often participated in their construction as artisans. Through the construction of railroads, waves of immigrants, and the regime, the living customs of different nationalities, different languages and cultures, and religious cultures spread, collided, and fused in Harbin, forming the modern Chinese-Western intertwined architectural culture of Harbin. (Gao, 2008). The architectural culture of the Middle East Railway is an outstanding product of the fusion of Chinese and Western cultures in modern China, as well as an important architectural and cultural landscape and social and cultural heritage of modern China. It unites the combination of modern architectural designers and artisans' wisdom of China and Russia, and is of great significance to the phenomenon of architectural culture on a global scale. Through in-depth analysis of the phenomenon of Sino-Russian cultural intermingling in the Middle East Railway culture, the important value of the architectural form and architectural culture of the Middle East Railway period is profoundly argued. By analyzing the multicultural phenomenon in the Middle East Railway architectural culture in this paper, we will further explore the

multiple cultural connotations carried by the Middle East Railway architectural culture and further understand its importance and influence.

Socio-historical background: The development of Harbin city was made possible under specific historical conditions. 1898, China and Russia signed the "Eastern Province Railway Company Renewal Contract", marking the beginning of the construction of Harbin as a city attached to the railroad. In just 50 years, Harbin from a small fishing village in the north of the rapid development of domestic and foreign well-known emerging modern city. The Middle East Railway, as a railroad carrying a special historical destiny, began construction in 1897. Subsequently, in 1901 completed the section from Manzhouli to Harbin, 935 kilometers long; in 1902 completed the section from Harbin to Dalian, 940 kilometers long; in 1903 completed the section from Harbin to Suifenhe, 548 kilometers long. At this point, the Middle East Railway was completed and opened to traffic. This nearly 2,500-kilometer-long railroad line became the iron evidence of the full-scale invasion of China's northeastern region by the Tsarist Russian imperialists (Figure 1). The Middle East Railway was not only the political and economic aggression of the Tsarist Russian imperialists against the northeast of China, but also an important channel for cultural penetration. Since then, the western culture along the Middle East Railroad continuously flowed into the northeast of China. Harbin became the center of spreading western culture at that time. The construction of the Middle East Railway is not only a product of the unequal treaties between China and Russia, but also contributed to the development of the Middle East Railway period architecture in the special historical background of Harbin.

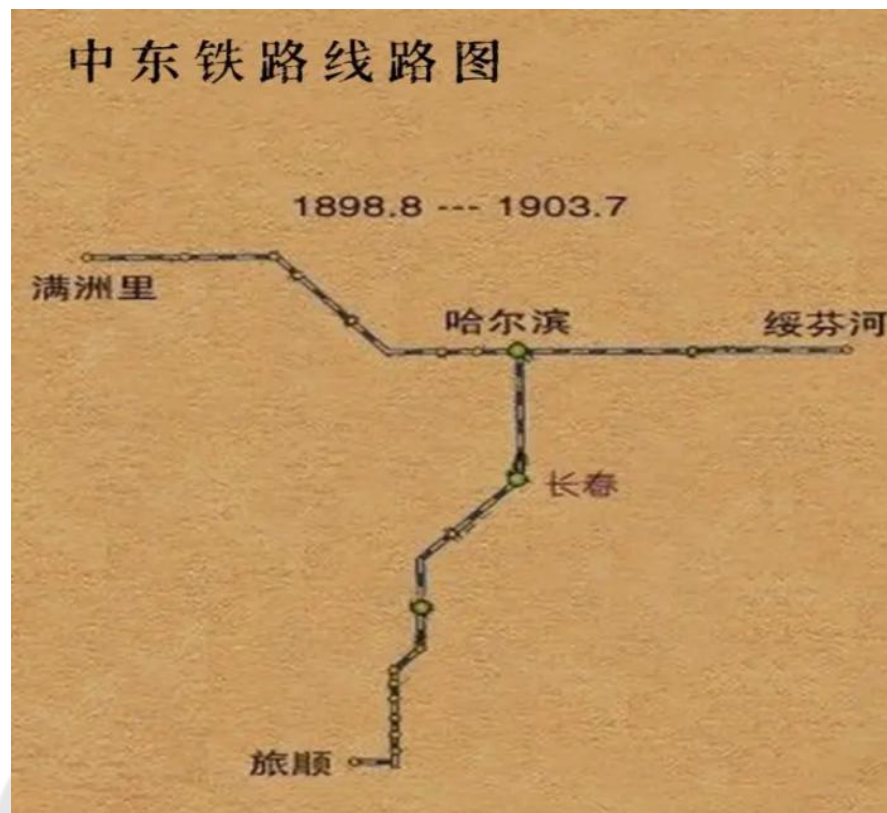


Figure 1 Schematic diagram of the Middle East Railway Hub

Source: <http://www.chinaru.info/News/zhongetegao/63722.shtml>(2023)

Background to Cultural Fusion: Harbin's architectural history is a product of the mingling of human cultures. The construction of buildings has always demonstrated the fundamentals of the existence of the art of architecture, showing its values and connotations, as well as the changes and precarious balances that these values and connotations have undergone in different periods of history. The modern architecture of Harbin reflects the collision and fusion of human cultures. With the construction of the Middle East Railway, Harbin was initially influenced by Russian colonial culture. Upon the opening of the Middle East Railway, large amount number of foreign merchants flooded into Harbin, gradually leading to its colonization. This not only accelerated the development of capitalism, but also integrated Western architectural culture, making Harbin's urban landscape rapidly take shape. Harbin's development was so rapid that

at the end of the 19th century it was still a little-known fishing village; from 1898, when the city was founded, to 1945, when the city's population had already reached 680,000 people. The completion and opening of the Middle East Railway not only attracted large amount number of immigrants from Russia and other countries, but also promoted the rapid development of local industry and commerce in Harbin. Harbin gradually became an important architectural base in modern China, demonstrating the influence of the new systems and trends of Western industrial civilization. The modern architecture of Harbin also reflected the development direction of western architectural art from one side. Therefore, the construction of buildings in the aesthetic aspect of more reflect the differences and integration of human culture.

The modern architecture of Harbin was to some extent directly influenced by Russian architectural art of the 18th and 19th centuries. In the mid-17th century, Russia's expansion from Siberia to the borders of Manchuria broke China's long isolation and opened up direct contact between East and West. By the 19th century, Russian architectural art became an important force in triggering a direct collision between China and the West. The development of Russian architectural art was closely related to religious culture. In early human society, art and religion were inseparable. Religion was deeply rooted in art, and art depended on religion for its long-term development. In the second half of the 19th century, Russian art was particularly influenced by religion. In the second half of the 19th century, the influence of religion on Russian art was particularly pronounced. Most of the artists of that period practiced Orthodox Christianity, and religion not only provided them with a theme for their creations, but was also an important driving force and criterion for their inner creations. During this period, almost all of Russia's finest ancient buildings were churches, such as the Kremlin in Moscow. Russia was a secular state, and Christian religiosity was a major feature of Russian culture. While the Renaissance in Europe gave birth to the modern civilization of Europe by fusing ancient Greek culture into Christian culture, the Russians truly inherited the spirit of Christianity (Mei, 2006). The influx of immigrants from various countries brought new currents of Western culture, prompting an ideological encounter between

Russian and Western culture. The entire nineteenth century was a time when Russia was full of complex forms of liberal and conservative ideas that intertwined and fought, and it was also a period of the most intense competition between the Western European and Slavic schools in Russia. The period from the end of the 19th century to the beginning of the 20th century is known as the "Silver Age", and in Russian history it is regarded as a true "Renaissance", because it was a period when Russian culture, art and social thought reached a fairly high level. The level of Russian culture, art and social thought reached a very high level during this period. Not only did many masters emerge in the fields of painting, music, literature, and poetry, but from the point of view of East-West relations, the Silver Age marked the beginning of the acceptance of cultural products with a distinctive Russian spirit by the world, and even its wide recognition by the international community. The development of capitalism introduced the results of industrial progress into the sphere of architecture, which contributed to the perfection of building technology and the emergence of new forms of construction.

Objectives of the Study

1. Study the history and development of the architectural forms of the Middle East Railway in Harbin.
2. Study the integration of architectural forms and culture in the Middle East Railway constructions in Harbin.

Significance of the Study

The intersection of architectural form and culture during the period of the Middle East Railroad in Harbin is a very important and interesting area of study. The Middle East Railway was an important transportation hub in China at that time, and also a symbol of China's modernization process at that time. Due to its unique historical background and geographical location, the architectural form of the Harbin Middle East Railway period formed a unique phenomenon of cultural intermingling, so the research in this paper has important academic and practical significance. As described below:

1. Historical value: As an important historical period in China's modern history, the architectural forms and cultural intermingling phenomena of the Harbin Middle East Railway period reflect the exchanges and cooperation between China and Russia at that time in the context of modern history, as well as the socio-economic development of northeastern China. Through the study of the architecture of this period, we can better understand the historical lineage of the development of modern Chinese architecture, and explore the inspiration and reference of history to the contemporary society.

2. Cultural inheritance: The phenomenon of cultural intermingling in the Middle East Railway-era buildings in Harbin reflects the characteristics of multicultural symbiosis. Studying the design, style and function of these buildings can provide useful references for the protection and inheritance of traditional Chinese architectural culture. Meanwhile, an in-depth exploration of the integration process between foreign cultures and traditional Chinese culture can help deepen the understanding of cultural diversity and promote the inheritance and development of architectural cultural heritage.

3. Academic value: this study provides a new perspective and theoretical framework through the systematic study of architectural forms and cultural intermingling phenomena during the Middle East Railway period in Harbin. It is of great significance to the academic research of architecture, history, and other disciplines, which can enrich the theoretical system of related disciplines and contribute to the development of related disciplines.

4. Significance of architectural practice: The architectural forms of the Middle East Railway period in Harbin show a combination of Chinese and Western characteristics, providing useful inspiration and reference for contemporary architectural practice. Through the study of architectural style, materials and technology, it can provide valuable experience for contemporary architects and designers, and promote the innovation and development of contemporary architecture.

5. Cultural exchange and understanding: Studying the phenomenon of architectural and cultural inclusion in Harbin during the period of the Middle East

Railroad helps to promote exchange and understanding between different cultures. By understanding the integration and development of foreign cultures in China itself, it can enhance international friendship and cooperation and promote the sharing and exchange of global cultural diversity.

In summary, the research of this paper has important historical, developmental, academic and practical value. In today's society of globalization, the development of cross-cultural multi-cultural communication has been the norm, the Middle East Railway architectural and cultural background is relatively clear, and its in-depth study is conducive to the correct cognition of the contemporary architectural and cultural phenomena, explaining the phenomenon of multi-cultural fusion and the factors affecting it. Through in-depth study of the architectural form and the phenomenon of cultural fusion in this period, we can deepen our understanding of modern Chinese history and architectural culture, provide new perspectives and theoretical frameworks for cultural inheritance and academic research, and provide inspiration and reference for contemporary architectural practice and cultural exchanges.

Scope of the Study

In the study of architectural forms and cultural interactions during the Middle East Railroad period in Harbin, we will focus on the following aspects:

1. Historical background and construction of the Harbin Middle East Railway period: This study will begin with an in-depth understanding of the historical background of the Harbin Middle East Railway period, including the social, economic and political environment of the period. At the same time, the construction process of the Middle East Railroad will be explored in detail, from its inception in August 1897 to the opening of the entire line in February 1903, in order to reveal important milestones in the development of Chinese railroads during that period.

2. Analysis of the types and styles of buildings in the Middle East Railway period in Harbin: This thesis will analyze in detail the types of buildings and their stylistic features in the Middle East Railway period in Harbin. These buildings include station buildings, factory buildings, churches, clubs, hospitals, schools and other public

buildings, as well as a large number of railroad residences and affiliated civil buildings. By analyzing the design, structure and function of these buildings, the uniqueness and diversity of Middle East Railway-era architecture will be revealed. In this study, we will select some representative cases for in-depth analysis to better understand the architectural forms and the phenomenon of cultural intermingling during the Middle East Railway period in Harbin. We will examine the architectural features, cultural contexts and historical backgrounds of these cases and analyze their status and influence throughout the period.

3. Intermingling of foreign and traditional Chinese cultures: This study will focus on the intermingling of foreign and traditional Chinese cultures in the architecture of the Middle East Railway period in Harbin. The involvement of foreign architects in the design and planning of these buildings has given them a unique combination of East and West. The thesis will study in depth the reflection of foreign cultural elements in architectural style, decoration, materials and technology, and explore the influence and integration of foreign culture on traditional Chinese architecture.

4. Cultural Inclusion in Harbin during the Middle East Railway Period: The scope of the research will also cover the cultural inclusion phenomenon in Harbin during the Middle East Railway period. During this period, Harbin became a city of many cultures, where different cultural elements were intermingled and coexisted. The dissertation will focus on the manifestations of this cultural inclusiveness in terms of architectural design, decoration and functionality, as well as its impact on the structure of the population, religious beliefs and customs of the society at that time.

5. The significance and value of architectural forms and cultural interactions in Harbin during the Middle East Railroad period: To assess the significance and value of the architectural form and cultural intermingling of the Middle East Railway period in Harbin. Through in-depth research, we will explore the impact of architectural form and cultural integration on urban development, cultural preservation and inheritance. At the same time, we will also analyze the historical and cultural value of architectural form and culture, as well as the revelation and reference significance to contemporary society.

To summarize, "Research on Architectural Forms and Cultural Integration of the Middle East Railway Period in Harbin" will study the architectural forms and cultural integration phenomena of this period from multiple angles. Through the comprehensive study of history, architectural development, architectural form and cultural integration, this thesis will reveal the uniqueness and preciousness of the architecture of the Middle East Railway period in Harbin, and provide useful research results and theoretical support for the inheritance and development of architectural cultural heritage.

Definition of terms

In order to ensure that the reader has an accurate understanding of the key terms covered in this thesis, the relevant terms are defined in this section. The key terms used in this study are listed below:

Harbin Middle East Railway:

The Harbin Middle East Railway refers to an important railroad line in China that crosses Heilongjiang, Jilin, Liaoning and eastern Inner Mongolia. The railroad was built in August 1897, and the entire line was opened to traffic in February 1903, making it an important milestone in the development of railroads in China's modern history. It connected the city of Harbin in the Northeast with the rest of China and the Russian Far East, and played an important role in China's transportation and economic development at that time.

History:

History is the record and study of events and things that happened in the past. In this article, history refers to the historical context of the Harbin Middle East Railroad period.

Architectural Formation:

Architectural form refers to the appearance and structural characteristics of a building. In this paper, architectural morphology refers to the appearance, design style and other characteristics of the buildings of the Middle East Railway period in Harbin. By studying architectural morphology, the types, functions and styles of these buildings can be understood.

Architectural culture:

Architectural culture refers to the cultural phenomenon related to architecture, including the cultural characteristics of architectural design, architectural craftsmanship, architectural decoration, architectural style and other aspects. In the paper, architectural culture mainly refers to the cultural elements contained in the architecture of Harbin Middle East Railway period, including the phenomenon of the intermingling and fusion of traditional Chinese culture and foreign culture in architecture.

Architectural development:

Architectural development refers to the progress and evolution in the field of architecture. In this thesis, architectural development refers to the evolution of architecture during the Middle East Railway period in Harbin, including the development and changes in architectural styles, design concepts, and technology.

Cultural intermingling:

Cultural mingling refers to the phenomenon of mutual influence and integration between different cultures. In this thesis, cultural intermingling refers to the mutual influence and integration process between foreign culture and traditional Chinese culture in the architecture of Harbin Middle East Railway period. This fusion is reflected in the architectural style, decoration, materials and functions.

The above are specific definitions of some key terms involved in this study. In the subsequent chapters, these terms will be studied and analyzed according to their definitions in order to explore in depth the phenomenon of architectural form and cultural intermingling in the Middle East Railway period in Harbin.

CHAPTER 2

REVIEW OF THE LITERATURE

History and Development of the Harbin Middle East Railway

1. History of the origin of Harbin:

Due to its special climate, Northeast China was a paradise for fishing and hunting peoples until the Qing Dynasty. The Songhua River basin, where Harbin is located in the southern part of Northeast China's Heilongjiang Province, was once a vast expanse of farmland and grasslands. With the construction of the Middle East Railway at the end of the 19th century, Harbin began to rapidly emerge as an important transportation hub and commercial center.

Harbin has a long history, first seen in the Qianlong period of the Qing Dynasty. However, it was the construction of the Middle East Railroad in 1897 that really made Harbin famous. The railroad was built to connect northeastern China with the Russian Far East and to facilitate trade and cultural exchanges. In order to meet the needs of this railroad construction, Harbin quickly emerged as the starting point of the Middle East Railroad. With the construction of the Middle East Railroad, Harbin gradually became a city of diverse cultures. Foreign engineers, architects and laborers flooded into the city, bringing with them Western architectural styles and techniques, which blended with traditional Chinese culture. This fusion of cultures was not only reflected in architectural forms, but also influenced the lifestyles, religious beliefs and social customs of Harbin's citizens.

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blended with traditional Chinese culture. This fusion of cultures was not only reflected in architectural forms, but also influenced the lifestyles, religious beliefs and social customs of Harbin's citizens.

2. History of the Harbin Railroad:

The Harbin Middle East Railway, as a period of historical significance in China's modern history, marks an important milestone in the history of China's railroad development. The origins of the construction of this railroad lie in the late 19th century, closely following the changes in Chinese society and the evolution of the international landscape. The origins of the Harbin Middle East Railway can be traced back to 1897, when the Qing government signed the Sino-Russian Transportation Offer and the Sino-Russian Treaty of Shanhaiguan with the Russian Empire, agreeing that the Russians would build a railroad connecting coastal Dalian with northeastern China and enter the Russian Far East through Harbin. This offer laid the groundwork for the construction of the Middle East Railway, which began in 1897, with Harbin as the starting point (pictured). As a relatively small frontier city, Harbin began to flourish, attracting a large number of foreigners and capital. In order to adapt to the needs of the railroad construction, Harbin carried out urban planning and infrastructure construction, railroad stations, vehicle repair factories, railroad staff housing and other buildings have been built. Harbin Middle East Railway construction in China's railroad history has an important position. It not only made Harbin become an important transportation hub, but also promoted the region's economic development and cultural exchanges. With the extension and improvement of the railroad, Harbin gradually became a multicultural city, where foreign cultures and traditional Chinese cultures intermingled, presenting unique architectural forms and cultural characteristics.



Figure 2 Early Harbin Railway Station

Source: www.sohu.coma409844351_350855_trans_=000014_bdss_dkdshnh (2023)

In conclusion, the construction and development of the Harbin Middle East Railway is not only an important node in the history of China's modern railroads, but also laid the foundation for the rise of the city of Harbin and the intermingling of diverse cultures, leaving an important historical legacy for later architectural forms and cultural intermingling.

3. History of Harbin Culture:

Harbin special food culture with Russian style. There are more than 50 Russian restaurants in Harbin. These restaurants have taken root in Harbin for some historical and geographical reasons and formed a distinctive Russian food culture. Russia's cold climate, Harbin itself is also a cold region of China, so the combination of Harbin people and Russian people's diet seems to be very logical, Harbin people in the western food in the favorite Russian western food. Since 1905, Harbin has the first Western restaurant "Railway Club" began to eat Western food is no longer just the patent of the Westerners, belonging to the Harbin people's "Russian cuisine" Western restaurants have been born. Like the Tatos Western-style restaurant is clearly with the Russian style of the old Western-style restaurant, where dining is both taste and

nutrition, it is the Russian food culture habits and Harbin people's own food culture habits combined, so that the Harbin diet also has an "international paradigm", in other words, with the characteristics of the Harbin Western-style is an important member of the diet of the people of Harbin. In other words, western food with Harbin characteristics is an important member of Harbin people's diet.

In other words, western food with Harbin characteristics is an important part of Harbin people's diet. Similar to Russians, Harbin people are also very fond of beer. The birth of "Harbin Beer" and its popularity throughout the country is enough to show the passion of Harbin people for beer, and the word "booze" is often used to describe the boldness of Harbin people in drinking beer. All year round, small and large holidays, beer is indispensable at the table, Harbin people take beer to make friends, take beer to make people, not only men like, almost every woman drinking is not a problem. Beer with Harbin red sausage, big column bar and so on can become a Harbin people's daily meals, everyone together without constraints to talk about drinking, feel the fun of food culture.

Distinctive architectural culture. Urban architecture is a special characterization of the historical development of a city, recording the occurrence of historical events, is the description of the city image, but also the interpretation of urban cultural changes, with Harbin characteristics of the old building is more so. According to historical records, initially the old Harbin embodied and developed mainly Russian architectural style, as well as Western eclectic architectural style and the emerging Literary Movement architectural style, these initially laid the foundation of modern Harbin architectural style. Churches, public halls, mansions, transportation stations, Central Street, these buildings have a clear type of characteristics and are inextricably linked with social life and cultural habits. For example, the Harbin Riverside Railway Club Restaurant is a unique building in Harbin. Eating by the Songhua River has its own mood, and the combination of this and the beauty of the building makes it very pleasant.

Ice and snow culture that enjoys a good reputation all over the world. China's ice and snow culture was first proposed by Harbin, people living in Harbin, in

order to survive and develop in the snow and cold environment, created a unique snow and ice culture. The reason why Harbin was the first city in the country to propose the ice and snow culture is because of the city's history as well as its natural climatic conditions. In the cold and long winter, Harbin people like to look at the snow and ice from a cultural perspective, creating an ice and snow culture. After the completion of the Middle East Railway, there was a wave of foreign immigrants in Harbin, especially Russians, the wave of foreign immigrants to Russia, mainly European ice skating, skiing and other ice sports to Harbin, combined with European ice and snow construction culture, together with the ice and snow culture in Harbin. Every winter, tourists from all over the world come to Harbin to enjoy the snow scene and feel the charm of the ice city. Ice lanterns on both sides of the street light up the city, making foreign tourists as well as local residents to add a unique fun.

4. History of Harbin's architectural culture:

Harbin urban architecture rose in modern times, due to the relative remoteness of its geographical location, the traditional Chinese culture, especially the Central Plains culture, had a weak influence on it. The introduction of foreign cultures from Tsarist Russia and Japan cited the advanced technical concepts and cultural ideas of Western urban construction, and their architectural culture had a profound influence on the formation and development of Harbin urban architecture.

Modern Harbin city architecture of foreign culture development history is divided into three stages: the first stage is the initial formation period, from 1898 to 1917, by the influence of foreign culture in Tsarist Russia, Harbin modern city architecture set the tone; the second stage is the development period, from 1917 to 1931, after the outbreak of the October Revolution, foreign powers and a large number of immigrants have been transferred to Harbin, which is the modern Harbin Architecture is an important stage of development; the third stage is a period of pause and decline, from 1931 to 1949, the Japanese foreign culture began to infiltrate Harbin, until 1946 Harbin began to shift from modern architecture to modern. Foreign culture has deeply influenced the city of Harbin under the development of nearly half a century.

Harbin is known as the "museum of architectural art", with a rich variety of religious buildings, embassies and consulates of different styles, historic districts and large-scale Chinese Baroque architecture. These architectural relics highlight the diversity of Harbin's architectural culture, blossomed. The formation of Harbin architectural culture is a process closely linked to the historical background and cultural exchanges. In the period of the Middle East Railway, Harbin became a crossroads of diverse cultures, where foreign cultures and traditional Chinese cultures exchanged and fused, together shaping a rich and colorful architectural culture. At the end of the 19th century, with the construction of the Middle East Railway, Harbin began to gradually rise from a small town to an important transportation hub and commercial center. The influx of foreign engineers, architects and laborers brought with them Western architectural styles and techniques. The introduction of these foreign cultural elements in the field of architecture had a profound impact on the architectural culture of Harbin. The formation of Harbin's architectural culture was not only influenced by foreign cultures, but also closely linked to traditional Chinese culture. In terms of architectural form, Harbin's buildings are characterized by both Western architectural features, such as the style, structure and decoration of European-style buildings, and the integration of traditional Chinese architectural elements, such as the warping of the roof and the design of the colonnade. This cultural fusion makes Harbin's architecture show a unique style. The formation of Harbin's architectural culture was also influenced by urban development and social change. With the extension of the railroad and the expansion of the city, Harbin gradually formed different architectural and functional areas, and distinctive architectural styles were gradually formed. At the same time, the structure of social residents, religious beliefs, living habits and other factors also have an impact on the formation of architectural culture.

In general, the formation of Harbin's architectural culture is a process of multicultural mingling, where foreign cultures and traditional Chinese cultures have influenced and fused with each other, jointly creating a rich and diverse architectural landscape. During the Middle East Railway period, Harbin, as a cultural crossroads,

witnessed the mingling and innovation of many cultures in architecture, which gave the city a unique historical and cultural value.

Overview of relevant research

1. Summary of related foreign research

The Middle East Railway, as an important strategic part of the Russian Siberian Railway, was a place where Chinese and Russian cultures mingled and some towns were inhabited by a large number of Russian immigrants. Due to the economic, political and cultural needs of Russia, Russian scholars began to study the Middle East Railroad at an early stage. According to the history of Russia can be roughly divided into three major periods by time period. The preliminary results of early documentation before 1917 during the period of the Tsarist Russian Empire, the further study of 1917-1991 during the Soviet period, and the in-depth analysis and research from 1991 to the present after the dissolution of the Soviet Union.

“Analysis of the distinctiveness of the planning of Harbin Middle East Railway residential area”, This paper introduces the Middle East Railway Residential Area, discusses the positive role of urban planning theory on the formation and development of the Middle East Railway Residential Area, and focuses on the different levels of residential planning, residential characteristics, and case studies of typical planning layouts, etc., which are eloquently elaborated(J. Zhang & Zhang, 2011). “RESEARCH ON THE INFLUENCE OF RUSSIAN CULTURE ON CONTEMPORARY HARBIN” This paper analyzes the way of spreading Russian culture in Harbin, elaborates that in the process of collision and mingling of local culture with Harbin, a large number of Russian elements play an important role for the development of Harbin city and form a regional culture with Russian characteristics in terms of food, architecture, language, music, etc., which provides a reference for the social and cultural construction of Heilongjiang(LIANG). “A Russian City in China: Harbin before 1917”. This paper describes Harbin as a uniquely fascinating city that was home to a sizable Russian community in China from its founding in 1898 through the turbulence of the century until the 1960s. This paper looks only at pre-revolutionary Harbin: the

reasons and circumstances for its founding and development, the historical events that shaped its existence, as well as its population, administration, and social and cultural life(Bakich, 1986). “The research of evolution of spatial morphology of Harbin”. This paper introduces Harbin, an important city in northern China, whose evolution of spatial form is influenced by a special geographic environment and a long history. The special geographic environment and long history have created the urban form of Harbin. Starting from the analysis of the evolution of spatial form, this paper divides the history of Harbin into three stages and analyzes the evolution process and reasons of each stage(Hongtao, Lingling, & Xiaowei, 2014). “Study on Architectural Characteristics of New Art Style in Harbin”. This article introduces the Middle East Railway started construction in Harbin, which became the largest city in northern China. Since its rise to prominence, Harbin has enjoyed the reputation of being the "Moscow of the East" and the "Little Paris of the East". The earliest "Art Nouveau" style buildings were completely transplanted from Russia. Harbin's "Art Nouveau" style architecture is characterized by subjectivity and popularity, regional differences and regional adaptability(Ni, 2016). “The study on middle east railway architectural complex systematic protection”. This paper describes the Middle East Railway after more than a hundred years, due to the bad, coupled with a variety of natural disasters, man-made destruction and other reasons, built in the Middle East Railway is facing the twin building repairs, structural aging, tilt collapse, the use of the environment is poor, and repeatedly change the danger of repeated bad. Especially in recent years, the country's large-scale construction of iron network, double track laying, high-speed railroads, the Middle East Railway along the building to be built on the building, to smash on the smash, to be altered on the alteration, a direct threat to the existence of the Middle East Railway. Coupled with the fact that the level of socio-economic development in Heilongjiang Province has long lagged behind the country, and there is a serious lack of funds, it is imperative to do a good job in the overall protection of the Middle East Railway Duplicate Line(J. Zhang, 2011). “China's Impact on Railway Stations and Ancillary Buildings in Eastern China”. This article briefly analyzes the influence of Chinese traditional architecture culture to the

stations and affiliated buildings of the Chinese Eastern Railway, so as to show the architecture characteristics under the cultural blend of China and western countries, and provide an evidence for the conservation of the liner heritage of the Chinese Eastern Railway as well(Si & Wang, 2012).

2. A review of relevant domestic research

The Harbin Middle East Railway period refers to the historical stage of the construction and operation of the Middle East Railway in the Harbin area from the beginning of the 20th century to the middle of the 20th century. During this period, Harbin became an important hub of the Middle East Railway and the economic and cultural center of Northeast China. The purpose of this paper is to explore the mutual influence and evolution of architecture and culture during the period of the Middle East Railroad in Harbin by studying the architectural forms and the phenomenon of cultural intermingling during this period. During the period of Harbin Middle East Railway, due to the influence of Russia, the architectural form of Harbin showed obvious European style characteristics. The study shows that during this period, Harbin's architecture mostly adopted the styles of Western classicism, neoclassicism and baroque, and the building facades often used stone and masonry structures, and emphasized on architectural decoration and detailing. In addition to the influence of architectural forms, the period of Harbin's Middle East Railroad also brought a rich and diverse phenomenon of cultural intermingling. In this era, Harbin became a crossroads of East and West cultures, where exchanges and fusions of different cultures took place. Research shows that during the period of Harbin Middle East Railway, not only the influence of Russian culture, but also the penetration of Chinese traditional culture, Japanese culture and other western cultural elements. This phenomenon of cultural fusion in architecture, food, clothing, art and other aspects are reflected, enriching the cultural connotation of Harbin, forming a unique "Harbin culture". On the Harbin Middle East Railway period of the architectural form and the phenomenon of cultural integration of research, there have been some related literature to discuss.

Domestic scholars not only on the history of Sino-Russian relations on the Sino-Russian Railway study more and more, the quantity and quality have been greatly improved. Mr. Zheng Changpile's "Middle East Railway History (1895-1952)", which contains the construction and operation of the Middle East Railway during the period of 1895-1952, as well as the historical facts about the Middle East Railway in various aspects such as politics, military, economy, culture, and so on, and also collects the major events related to Middle East Railway at home and abroad as appropriate(Changchun, 1999). As early as in the 1970s, scholars in Northeast China started to study and publish some articles on the Middle East Railway out of their concern and interest in the surrounding cultural phenomena, and there were a lot of research results from various scholars. Since the 21st century, the Middle East Railway's attention has only been increasing, and most of the research institutions involved in the investigation of railroad culture and history are the governmental institutes of social sciences and the humanities and social sciences colleges of major universities, while those specializing in the study of railroad architecture and culture are mostly the architectural and urban planning colleges of major universities. The research results in recent years include not only the reorganization and graphic presentation of the basic literature, but also the in-depth interpretation of the human history and cultural landscape. Multi-field census, organize and record the pictures and text, such as Guolin's Harbin early architecture and characteristics of Harbin Harbin's early architecture has an important role in the formation of the city's unique style. Harbin early buildings are introduced, such as railway station buildings, church buildings, office buildings, school buildings, residential buildings and so on. Based on the analysis of examples of early buildings, the basic characteristics of early Harbin buildings are summarized(Guo, 1987). The Development History of Modern Architecture in Harbin written by Liu Songfu introduces that modern architecture in Harbin is an important part of modern architecture in China. Along the line of history, according to the basic characteristics of urban development and architectural activities, this paper discusses the development history of modern architecture in Harbin for fifty years in four periods(S.

Liu, 1993). "The inheritance and development of exotic architecture culture in Harbin" written by Na Zelong introduces that Harbin is a city which injected foreign culture earlier in the 20th century. With the construction of the Middle East Railway, Harbin, with its unique geographical advantages and convenient land and water transportation, once became the window of the modern Northeast Asian economy and culture and was known as the "Little Paris of the East" and "Moscow of the East". Harbin's diverse styles of urban architecture, thus, casting the city of Harbin's unique architectural culture, and gradually formed a full of European style of the building system, with the passage of time preserved Harbin building, will show more of its unique historical and cultural value(Na, 2009). Zhao Jiaxue's "Study on the Originality of Historical Buildings in the Middle East Railroad Subsidiary Lands" explains in detail that the historical buildings in the Middle East Railroad Subsidiary Lands are built in a certain social background, which are the result of the mutual collision and fusion of diversified cultures and aesthetic concepts, and it has a long history, a strong flavor and a unique architectural spatial environment. Among them, a large number of historical buildings have high artistic and historical values. The protection and attention to the authenticity of the historical buildings in the Middle East Railway Subsidiary Area can provide a certain reference and guidance for the protection of other types of historical buildings(Zhao, 2015). The research results of social organizations and institutions are also equally important and should not be ignored, such as Chen Yiming's "Explanation of the phenomenon of architectural and cultural fusion in the Middle East Railway", which explains that the architectural culture of the Middle East Railway is the crystallization of the fusion of Chinese and Western cultures in modern China, and that it is an important architectural and cultural landscape and social and cultural heritage of China in modern times. It is an important architectural and cultural landscape and social cultural heritage of modern China. It is a combination of the wisdom of modern architects and craftsmen from China and Russia, and it is of great significance to the architectural and cultural phenomenon in the world. Through the in-depth analysis of the Chinese and Russian cultural fusion phenomenon in the Middle East Railway culture, the important value of

the Middle East Railway architectural culture is deeply demonstrated(Y. Chen, 2018).. He Ying's "Analysis of the Cultural Characteristics of the Middle East Railway Architectural Art" The Middle East Railway is a transnational railroad line that appeared in Northeast China from the end of the 19th century to the first half of the 20th century, which is an important part of the Asian-European Continental Bridge, and a typical cultural line carrying cross-cultural communication. Along with the construction of the Middle East Railway, various architectural cultures and architectural arts have competed, collided and blended with each other to promote common development. The article discusses the architectural culture of this cultural route with a history of more than 100 years from the aspect of cultural characteristics(He, 2020).

The doctoral dissertation on the architecture of the Middle East Railway. Qiu Tiexin's doctoral dissertation "cultural self-confidence in the field of new China railroad culture construction research" from the perspective of cultural self-confidence to explore the development of the new China railroad culture construction, to answer the new China railroad culture is what, its construction of the content of what, embodies what kind of value, and how to build a new era of railroad culture, such as the theoretical and practical questions It is of great significance for us to strengthen our cultural self-confidence. Based on this, under the perspective of cultural self-confidence, we explore the connotation, characteristics, functions and other basic theoretical issues of the new China Railway culture, straighten out the development of the new China Railway culture construction, and focus on combing the history and content of the construction of railroad material culture, spiritual culture, institutional culture, and behavioral culture, and explain the new China Railway culture from the material bearer, the value of the kernel, the system to protect the image of the display of the four levels. Railroad culture of self-confidence(Qiu, 2020). Liu Wei's doctoral dissertation, "A Study of Changchun's Modern Urban Architecture and Culture," discusses the formation and development of Changchun's railroad dependencies, an overview of Changchun's urban planning and major architecture, and a comparison of Changchun with other major northeastern cities, highlighting Changchun's unique urban and architectural culture(W. Liu, 2012). Shen

Yue's doctoral dissertation, "A Study of the Eastern Provinces Railway 1897-1913," provides a detailed analysis of the construction, operation, and management of the Middle East Railway's dependencies, and in particular, the study of railroad surveying, building construction, early city building, and port construction in the construction section makes up for some of the previous dissertation's architectural and technical information (Shen, 2014). Dr. Tang Yuxing's paper "Study on the Construction of Spatial Pattern of Middle East Railway Heritage Corridor under the Perspective of Regional Tourism" introduces that the Middle East Railway is a typical heritage corridor with abundant Russian and Japanese architectural heritage resources. Under the background of the nationwide tourism, the heritage of the Middle East Railway is undoubtedly an important tourism resource with multiple values, which brings opportunities for the revitalization of the old industrial base of Northeast China from the social and economic perspectives. The paper enriches the theoretical system of heritage corridor by introducing the concept of regional tourism, and provides new ideas for regional scale heritage protection through the coupling of the two; in practice, the paper builds a spatial pattern of heritage corridor tourism, protects and utilizes the Middle East Railway heritage corridor as a whole, protects the regional urban cultural lineage and landscape characteristics, and promotes the development of tourism in the Middle East Railway heritage corridor. The heritage corridor of the Middle East Railway will be utilized to protect the cultural heritage and landscape characteristics of the region and promote the tourism development of the Middle East Railway (Tang, 2017). Daoguang's doctoral dissertation, "A Study on the Technical Representation and Developmental Evolution of the Modern Architecture of the Middle East Railway," is a study on the Middle East Railway, a colonial railroad built by Russia in Northeast China at the end of the 19th century and the beginning of the 20th century, which directly contributed to the beginning of the modern transformation of Northeast China from an agrarian civilization to an industrial civilization. The thesis has sufficient theoretical and practical significance, which facilitates scholars to re-examine the development and evolution of the modern architecture of the Middle East Railway from a technological

macroscopic point of view, and provides reference for the subsequent restoration and reuse of the heritage(Daoguang, 2020). Dr. Li Qi explained in his paper "Regional Environmental Risk Study of Middle East Railway Architectural Heritage under Evidence-Based Perspective" that linear cultural heritage is a special type of heritage and a unique cultural resource with wide spatial scope and rich and diverse contents, and its protection projects involve many and complicated influencing factors. The traditional management and monitoring modes, both in terms of macro-planning and practical operation, are characterized by many constraints, which is a serious challenge for the holistic conservation of linear cultural heritage(Li, 2021).

Cultural heritage preservation is an important area of preserving historical and cultural heritage to ensure that these valuable resources are passed on to future generations. Cultural heritage preservation plays a key role in the study of architectural culture during the Harbin Middle East Railway period. This literature provides theoretical, practical, and case studies on cultural heritage preservation in the study of the architecture and culture of the Harbin Middle East Railway, providing strong support and context for your dissertation. The following is a review of the literature on cultural heritage preservation in the field. Tong Yuquan's book "The Distribution of Industrial Heritage of the Middle East Railway and the Protection of its Integrity" mentions that the Middle East Railway is one of the few outstanding representatives of large-scale linear cultural landscape heritage in China, which has the characteristics of complete spatial distribution, continuous historical evolution, diversified cultural content and typical heritage value(TONG, 2013). Wang Fenglai, Gai Lixin, Zhu Fei. The paper "Characteristics, Status and Protection Suggestions of Modern Historical and Cultural Buildings in Heilongjiang" mainly introduces that the period from 1896 to 1949 is an important point in the development of modern historical and cultural buildings in Heilongjiang Province. This period of architectural development history carries the social and economic development and cultural intertwining of the northeast region in modern times under the humiliating environment of invasion and humiliation by foreign powers, and also reflects the trend, characteristics, styles and defects of architecture in the

world at that time. To do a good job in the protection of this group of century-old buildings, we should accurately grasp the material characteristics and structural features of the buildings of this era, on the basis of the current situation, put forward targeted proposals for the protection of structural and architectural coordination, and utilize reasonable structural means to realize the effective protection of the modern historical and cultural buildings, and achieve the organic unity of their architectural artistic value and security(Wang, Gai, & Zhu, 2017). Zhang Bocheng, Zhao Zhiqing, Zhang Bing, Li Peilun. Based on the database and using bibliometric methodology, the book "Analysis of Middle East Railway Research Status and Hot Spots under the Perspective of Urban Heritage" analyzes the Middle East Railway literature in the past 20 years in terms of the total amount of literature, research power and hot spots of the research, with a view to explaining the development of this research, refining the hot spots of the research and exploring the direction of the future development, so that it can provide reference for the research and preservation of the cultural heritage of the Middle East Railway(B. Zhang, Zhao, Zhang, & Li, 2018).

With the in-depth study of the Middle East Railway, scholars have mostly ceased to confine themselves to the superficial graphic organization and the study of the history of Sino-Russian relations, and have more often elaborated on its political, economic, and cultural phenomena from the perspectives of human history and cultural landscape. Chen Piyan, Wang Miao. The Embodiment of Multicultural "Inclusiveness" in Harbin Landmark Architecture Harbin is an emerging metropolis integrating multiculturalism. The diversity of architectural culture is characterized by a profound historical imprint, a strong architectural culture, and a unique architectural style in the process of transformation of modern Chinese cities(P. Chen & Wang, 2013). Ethnographic regional studies Darzhov's doctoral dissertation "The Middle East Railway and Eastern Mongolia" introduces the question of the relationship between the Middle East Railway and the Eastern Mongolian region not only as an integral part of the history of Sino-Russian relations and the Tsarist invasion of the Mongolian region, but also as a subject of research on a special stage in the history of the modern development of Inner

Mongolia. It includes the process of construction, operation and evolution of sovereignty of the Middle East Railroad and social changes in the East Mongolia region. This paper utilizes the information on Sino-Russian negotiations and international relations from various basic historical materials in China and abroad, and strives to examine and reproduce this history, which is characterized by the intertwining of many factors, overlapping of many levels and coexistence of many historical facts, from a more objective perspective and a diversified framework(Da, 2011). The book "Research on Multiculturalism in Harbin in the 1920's and 1920's", written by Shi Fang, takes history as the clue to elaborate on the diversity of political, economic and cultural dimensions, discusses the process of Harbin's evolution from a natural village to a prosperous metropolis in the 1920's and conducts research on the multiculturalism that was generated under the influence of the immigrant culture and foreign culture in Harbin(Fang, 2012). The book "Harbin Architectural Art" by Chang Huaisheng explains the cultural diversity of modern architecture from the perspective of architecture and art, and describes the houses and other buildings constructed in Harbin under the influence of Russian style after the occupation of Tsarist Russia(Chang, 1990). For the study of architectural culture phenomenon to provide a basis, most of these materials from a human perspective reveals the city's humanistic historical process, part of the modern city involves a variety of people-oriented socio-economic activities, for the study of railroad architectural culture phenomenon to lay a solid foundation.

However, the current research on the architectural form and cultural integration phenomenon of the Middle East Railway period in Harbin is not comprehensive enough, and there are still some unresolved problems. For example, the detailed classification and characterization of the architectural forms of the Middle East Railway period in Harbin need to be further researched; and the influence and significance of the phenomenon of cultural intermingling on the development of culture in Harbin need to be explored in depth. Therefore, this thesis will continue to study the architectural forms and cultural intermingling phenomenon of the Middle East Railway

period in Harbin, and strive to make a more comprehensive interpretation and analysis of the architecture and culture of this period.

3. Definition of related concepts

3.1 Eclecticism

"Eclecticism" is a divisive architectural concept that arises from cultural exchanges. The contemporary interpretation of eclecticism encompasses fundamental attributes such as pluralism, historicism, elitism, ornamentation, innovation, and symbolism in design. In architecture, it has traditionally been considered as an extinct neoclassical revival style, but an alternative perspective suggests that eclectic architecture has evolved into a form of postmodern architecture over time (Cheng & Neisch, 2023). The eclectic mode promotes the selection and combination of diverse traditional elements to create new works (Neville, 2020).

3.2 Art Nouveau

In the Art Nouveau era, architects experimented with transitions between different rooms in a house: glass walls and curtains replaced doors, and stairs were liberated from the separation of the hallway. The design of buildings during this period emphasized the connection of various spaces within the interior. These architectural and artistic endeavors demonstrated a unique sensitivity at the end of the century to the pursuit of fluidity and the gradual disappearance of boundaries within interior spaces (Malevez, 2020). Art Nouveau style architecture is often considered revolutionary and pioneering in modern architecture (Hwangbo, 2009).

3.3 Byzantine

The boundaries of Byzantine architecture are blurred, defined as the architecture of a political entity (the Eastern Roman Empire), a religious entity (Eastern Christianity), or as a distinct style. Islamic architecture, in its earliest periods, is almost inseparable from Byzantine architecture, and people often associate Byzantine architecture with the buildings of the early Christian period. Over centuries, they have permeated each other. To observers, Byzantine-style architecture may seem limited to

churches and monasteries, but in reality, the Byzantines also constructed houses, palaces, baths, fortifications, bridges, aqueducts, and cisterns(Mango, 1991).

3.4 Multiculture

In the urban environment, material cultural differences and the multiculturalism formed during decades of immigrant settlement continue to shape the micro-level encounters, interactions, tensions, and activities constituting the everyday social world (Neal, Bennett, Cochrane, & Mohan, 2017). The social landscape of most cities is rapidly transitioning from homogenous cultural communities to multicultural communities. With urban changes, social cohesion and inclusivity have become crucial concerns for many cities, prompting scholars to analyze these issues from perspectives in social, economic, and political sciences(Aboutorabi, 2018).

3.5 Art Deco

Art Deco emerged in the early 20th century, blending contemporary art styles, ancient cultures, political and societal changes, and technological advancements. The design style of Art Deco drew inspiration from contemporary art and early cultures, integrating with modern technology and simplifying animal and plant motifs into geometric linear forms. Design themes emphasized power, labor, and commerce. Exotic and commonplace materials were adopted, and plastic made its first appearance in decorative arts. Three major decorative sub-styles emerged in the development of architectural ornamentation: Zigzag Moderne, Classical Moderne, and Streamline Moderne(Allwright, 1997).

3.6 Renaissance

Renaissance architecture refers to the conscious revival and development of certain elements of ancient Greek and Roman thought and material culture in European architecture from the early 15th century to the early 16th century in different regions. The Renaissance style first developed in Florence and later spread to other cities in Italy(Giedion, 1971). Stylistically, it followed Gothic architecture and was succeeded by Baroque architecture. It emphasized symmetry, proportion, geometric shapes, and regularity in the arrangement of columns, pilasters, and entablatures. The

use of semicircular arches, hemispherical domes, niches, and small corners replaced the more complex proportional systems and irregular outlines of medieval architecture (Evers & Thoenes, 2003).

3.7 Russian Architecture

The Russian Renaissance style originates from the "Russian Byzantine" style in Orthodox church architecture, combining tradition and innovation. The architectural style in Russia has undergone various periods of evolution throughout history. In the medieval period, it experienced strong influences from the East, initially from Persia and the Caucasus, later from Middle Eastern countries, and eventually from India. This theory has led to a notable division among Russian art historians (Pechenkin, 2013). The uniqueness of Russian architecture lies in its diversity and innovation. It incorporates influences from Eastern Orthodoxy, feudalism, and Western culture, showcasing a distinctive style and atmosphere.

Since the 21st century, the Middle East Railway's attention has only increased, and most of the research institutions involved in the investigation of railroad culture and history are the governmental institutes of social sciences and the humanities and social sciences colleges of major universities, while those specializing in the study of railroad architecture and culture are mostly the architectural and urban planning colleges of major universities. The research results in recent years include not only the reorganization and graphic presentation of basic documents, but also the in-depth interpretation of human history and cultural landscapes.

CHAPTER 3

METHODOLOGY

This paper takes the cultural background and architectural forms of Middle East Railway architecture as the object of research. The research method is mainly to study and collect data, architectural information and image data by understanding the local architectural culture and history, through book reference and field investigation. Combined with my own point of view, I will re-examine the architectural decorative art, and then combined with theoretical knowledge, I will find the highlights of the Middle East Railway architectural culture and art, and inherit and protect the Middle East Railway architecture in Harbin. In order to make the paper more theoretical research and persuasive, read a large number of books, online query materials, field trips, communicate with local residents, in-depth understanding of the local history and cultural customs of Harbin, and collect a large number of books on Harbin Northeast Railway Architecture, related Middle East Railway Architecture research books, and books on related architectural and urban planning and city image. This lays a solid foundation for the research of this paper.

This paper is an in-depth study that explores the intersection of architectural form and culture through qualitative research, using a variety of information gathering methods. The research question is then clearly defined by understanding the main features of Middle Eastern Railway period architecture, how cultural elements are integrated, and the historical and cultural importance of these buildings. Carry out a comprehensive literature review to understand the history, context and relevant research on Middle Eastern Railway architecture and culture. This will help you to identify existing research findings and research methods. Select appropriate research methods, such as single building studies, interviews, observations, or textual analysis, to delve deeper into the research questions. Qualitative research usually employs a variety of data collection methods to obtain comprehensive information. Now selecting the sample aspect is specific to a particular building, region or time period. Ensure that the sample is representative of the diversity of architectural culture of the Middle East Railroad. Collect

relevant data, this may include interviewing architects, experts or local residents, collecting historical documents and images, or conducting field trips and observations. Analyze the data collected. Qualitative data analysis is usually thematic, content analysis or textual interpretation. Through categorization and coding, key elements and patterns of architectural form and cultural interactions can be identified. Discoveries made through the research process are analyzed and discussed by placing them in a cultural and historical context. Understand how the impact of the railroad construction and war of the time on the social, cultural and political environment is reflected. To summarize the main findings of the study and the importance of understanding and preserving the inclusive culture of Middle Eastern railroad architecture. To conclude by exploring possible directions for future research. And provide a detailed description of the following steps:

1. Sample Selection on the Middle East Railway Buildings in Harbin
2. Research methodology
3. Interview data collection
4. Interview process data analysis

Sample Selection on the Middle East Railway Buildings in Harbin

In the process of sample selection for the study of architectural forms and cultural interactions during the Middle East Railway period in Harbin, we took Harbin Railway Station as the center and covered the three main districts of Nangang District, Daoli District and Daowai District. The methods and reasons for sample selection are as follows:

1. Harbin Railway Station as a core sample: Harbin Railway Station, as one of the landmarks of the Middle East Railway period, is representative and historically important. It was chosen as a core sample because it focuses on the characteristics of Middle East Railway-era architecture and the phenomenon of cultural intermingling. The architectural form, style and cultural elements of the station will provide rich data and insights for the study.

2. Regional diversity: The Nangang, Daoli and Daowai districts represent different geographical and cultural contexts within Harbin. All three districts had important railroad architecture during the Middle East Railway period, but they may differ in terms of architectural form and cultural intermingling. By covering these districts, we can capture the variations and similarities of Middle Eastern railroad architecture in different cultural contexts.

3. Accessibility and Data Availability: Another reason for choosing these areas as a sample is that their buildings still exist or have detailed historical records. This makes data collection and research more feasible and contributes to a deeper understanding of the character and cultural interplay of Middle Eastern railroad architecture.

4. Selection of representative buildings: Within these areas, we will select representative buildings as samples, including different types of buildings such as station buildings, factories, churches, clubs, hospitals, schools and so on. These buildings will be used as objects of in-depth study to reveal their architectural forms, styles and cultural connotations.

5. Expert advice: Architectural history experts and cultural preservation organizations in the Harbin area were consulted for advice and guidance on the selection of architectural samples. This helped to ensure that the samples selected were meaningful from both an academic and a cultural preservation perspective.

Research methodology

1.Literature research method

In order to have a deeper understanding of the Middle East Railway architectural culture, the authors collected a large number of related historical data, Middle East Railway architectural culture and art, architectural landmarks modeling and symbols, as well as books and literatures about architectural indoor and outdoor modeling features. Relevant data were summarized, and theories related to the development of the Middle East Railway architectural culture in Harbin at different levels, in different directions, and in different senses were summarized. The literature research

method facilitates the acquisition of early information about historical buildings and is also an important method that complements fieldwork. There is a lot of information related to the modern architecture of Harbin, this paper needs to clarify the history of the development of the city of Harbin and the representative historical buildings, in order to make the data used in the study more accurate, it is necessary to consult and organize a large number of related materials. These materials are about the history of Harbin books, such as "Harbin history chronicle", "local history data", "Harbin literature and history data", etc.; about the Harbin building old photo books, such as "Harbin architectural art", "architectural art gallery", etc.; about the social and economic aspects of the Harbin books, such as "Harbin demographic changes", "Harbin economic summary", etc.; about the overall structure of the city of Harbin Evolution of Harbin city structure, such as "Harbin India - image", "Harbin's urban planning" and so on. The architectural data mainly come from 1-5 batches of historical buildings and important books related to Harbin's modern architecture published by Harbin Municipal Government, such as "Harbin Local Situation Network", "Harbin Architecture and Art", "Old Shadow of Harbin", "History of Middle East Railway", etc. With the help of the above data, the existing and disappeared historical buildings are excavated to serve as the object of research on the architecture of the Middle East Railway period in Harbin. Similarly, there are a lot of literature about other contents of this paper, and the theoretical knowledge contained in these materials is a great help for the research of this paper.

2. Historical research method

This method focuses on the collection and organization of historical archival materials, and interprets the events that have taken place with the help of a time line. From the time dimension, this method is to compare the events under a certain sequence in the process of linear time development, and then summarize the potential laws or characteristics. As far as the content of this study is concerned, architectural culture itself also belongs to a kind of historical research. This paper attempts to use this method to collect, organize and interpret the basic information related to the

architectural form and cultural inclusion of the Middle East Railway period in Harbin, so as to obtain the vein of architectural development and systematically study the reasons for its development, change and cultural intermingling.

3.Field investigation method

Through the comparison of different areas and building types in Harbin City, the performance of the Middle East Railway's architectural forms in different environments was studied; according to the architectural spatial forms under the influence of different areas, geographic location changes, and environmental factors and different cultural practices, the architectural forms of the Middle East Railway were studied, and the picture data were collected according to the local cultural backgrounds and customs, and then local architectural cultures were studied in depth.

4. Character Interview Method

Choose some relevant experts, scholars, architects and so on to conduct face-to-face interviews, ask them questions about the architectural form and cultural intermingling phenomenon during the period of Harbin Middle East Railway, and record their answers. Through the interviews, we can obtain more in-depth and specific information, and we can also further understand the research object in the communication. By means of interviews, we can learn first-hand information about local history and culture, and understand the residents' orientation and evaluation of the architectural forms of the Harbin Middle East Railway, which is conducive to an in-depth understanding of the architectural composition of the Harbin Middle East Railway. And fully understand the architectural form, we can explore more cultural atmosphere and architectural language of the building, which can be used as a reference for future local planning and architectural form, which will make Harbin in the future better development direction and explore the best way to build a unique urban architecture.

5. Multidisciplinary approach

This research needs to utilize the theoretical knowledge content of many disciplines, not only limited to the field of architecture but It is not limited to the field of architecture, but is a multidisciplinary cross-study of architecture and cultural geography, cultural communication theory, theories of historicization, social

anthropology and other disciplines. Through this cross-disciplinary discussion, this thesis can provide a more comprehensive research methodology, facilitate a more accurate and objective characterization of the development and evolution of Harbin's modern architectural culture from multiple perspectives, and facilitate a more comprehensive and scientific interpretation of the development of heritage protection in the real situation.

Interview data collection

Interviewing People Theory 5W1H

Why: Before the research to determine what is the reason for the initiation of this research, what is the purpose of the research, is the need to research the Middle East Railway architectural history, or the Middle East Railway architectural form, or the Middle East Railway architectural culture, etc. The background of the research is not the same, the research objectives are also not the same, so the first clear background of the research, as well as the purpose of the research needs to be achieved, and then targeted to do.

What: Define the scope and boundaries, is it all the modules of the research process management, or just a few of them? Who will be targeted to complete the research, or will it be a group of teachers and students? Or relevant practitioners? This is not only related to the scope of work of the entire interview, but also related to the interviews need to invest in human, material and financial resources.

Where: the general choice of fieldwork issued interviewers to the scene, there will be unexpected gains. Special circumstances can be considered online remote communication, but need to be prepared in advance to improve communication efficiency.

When: You need to book a time in advance and set up a schedule. Coordinate the interviewers, sudden arrivals will disrupt the original rhythm of others, the interview will not be ideal.

Who: The selection of personnel to be interviewed is also targeted; the personnel to be interviewed will be different for different interview purposes, and the

personnel to be interviewed should be different for different levels of the process. And to consider the decision-making power and participation of the personnel on the process.

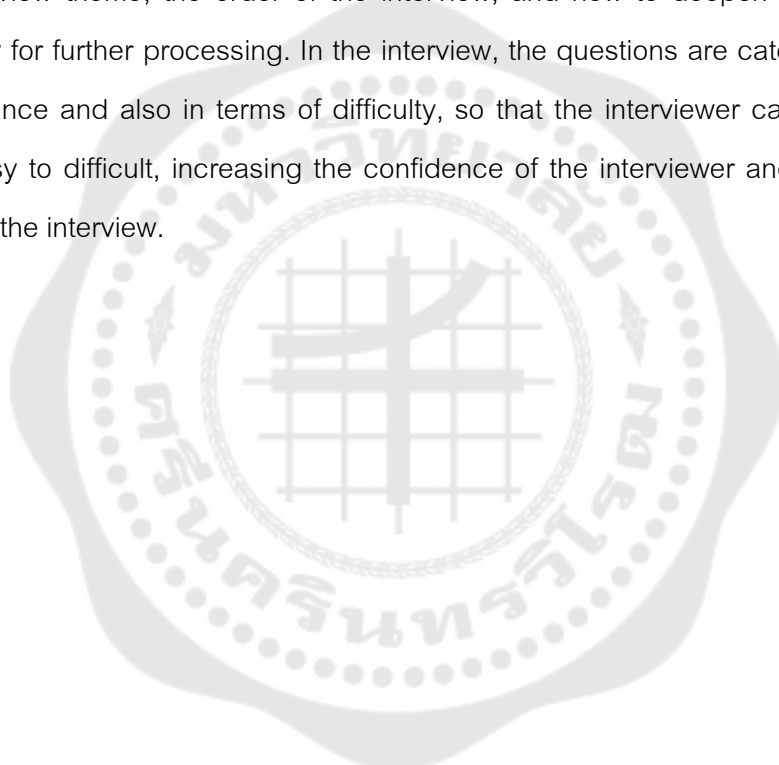
How: There are many ways to conduct research interviews, one-on-one or one-to-many, self-presentation or on-site practical exercises, written presentations or situational analysis, etc., according to the purpose of the interview and the results you want to get, go to the most appropriate way to choose.

Interview process data analysis

Before the interview to determine the interview characters, in-depth interviews with a total of 12 people, the need for general questions interviews with 16 people, in the entire interview carefully formulated interview outline, including: the collection of architectural appearance and architectural culture of the information, to determine the time of the interview, the content of the interview to determine the interview, the focus of the interview, the process of the interview to control (the opening, the main body, the transition, the interlude, the epilogue), the end of the interview, the presiding officer, to the other side of the process of interviews in the possibility of the emergence of unforeseen circumstances to make a plan, and so on.

These interviewees are based on their different knowledge backgrounds, fields of expertise and value tendencies. In order to objectively and comprehensively study the architectural forms and cultural interactions of the Middle East Railway, the interviewees mainly include enthusiasts of the Middle East Railway's historical architecture, urban historical building preservationists, and Middle East Railway's historical experts, and the composition of their specialties covers professors of architecture, professors of environmental design, personnel of architectural design institutes, urban planning, social sciences and management, and architectural history, etc., and at the same time attention is given to the balanced composition of the members of the interviewees' genders, ages, and geographic regions of their lives in order to achieve the competency of the interviewees and the objectivity and comprehensiveness of the interviews.

The purpose of several contacts with the interviewee before the interview is to have a better barrier-free communication in the interview. In the process of timely communication with the interviewee, understanding of the interviewee, and the interviewee in the content of the interview, the interview theme, the effect of control, the interview with a tacit understanding, especially to dig deeper into the interviewee in the focus of the content of the significant information material. Through prior contact with the interviewees, further modify the outline of the interview, further structural arrangement of the interview theme, the order of the interview, and how to deepen the theme of the interview for further processing. In the interview, the questions are categorized in terms of relevance and also in terms of difficulty, so that the interviewer can be interviewed from easy to difficult, increasing the confidence of the interviewer and maximizing the effect of the interview.



CHAPTER 4

FINDINGS

Quantitative statistics of Harbin Middle East Railway-era buildings

1.Data sources

Harbin Middle East Railway period of historical buildings is a large number of scale, including the city has a high artistic, historical, cultural, technological value of modern buildings, in order to make the results of this research has a strong scientific and accurate, architectural information mainly from the Harbin city government has been announced 1-5 batch of historical buildings and Harbin modern architecture of important books, such as the Harbin network, "Harbin architectural art", "Harbin Old Shadow", "the Middle East Railway history chronicle" and so on, with the help of the above information, digging the existing and has disappeared the importance of the historical buildings, together as the research object of the Middle East Railway period of architecture in Harbin. When performing quantitative statistics, researchers need to integrate and analyze information from multiple data sources to gain a comprehensive understanding. At the same time, it is important to ensure the accuracy and reliability of the data, hence the need to validate and verify the data sources.

2.Methodology of data statistics

Through the above information, a total of 541 buildings from batches 1-5 of the historical building census were compiled, and a total of 149 buildings were obtained from other information, making a total of 690 buildings. Secondly, the data were screened. The period and spatial and geographic scope of this study have been mentioned in the introduction, therefore, excluding the samples that do not match with the construction date and building location, the final number of remaining samples is 559, of which 131 are disappeared and do not match, and the specific numbers are as follows (Table 1).

Table 1 Composition of the number of samples of modern Harbin buildings

Information Source Quantity	First Census of Historic Buildings	Second Census of Historic Buildings	Third Census of Historic Buildings	Fourth Census of Historic Buildings	Fifth Census of Historic Buildings	Other books	Total
Number of statistics	131	58	56	170	126	149	690
Discrepancy quantity	2	0	36	36	57	0	131
Sample size	129	58	20	134	69	149	559

3. Grading Criteria for Architectural Samples

The Harbin Middle East Railway building samples contain two parts, one of which is the published historical buildings with three grades (Class A), and the other is the historical buildings without grades (Class B) excavated from other data. In the following, the architectural importance of these two parts of the sample can be divided into three grades, i.e., Grade I, Grade II, and Grade III, in order of decreasing architectural importance, which need to satisfy the following conditions respectively (Table 2).

Table 2 Grading criteria for modern Harbin architectural samples

Sample Type	Graded Historic Buildings (Class A)	Ungraded Historic Buildings (Class B)
Grade I construction	1. Category I Historical Preservation Buildings 2. Buildings under Class II Historic Preservation that meet the requirements of Class B. Conditions for becoming an important building in the two points of this article	1. The number of floors of the building is not less than 3 floors 2. Building area greater than 1000 square meters 3. Located in the main street
Grade II construction	1. Category II Historic Preservation Buildings 2. Three types of historic preservation buildings that meet the requirements of Category B. The two points of the article become the conditions for more important buildings.	1. The number of floors of the building is 2-3 floors. 2. Building area of 500-1000 square meters 3. Located in the main and secondary streets
Grade III construction	1. Three types of historically protected buildings	1. Number of floors 1 floor 2. Building area less than 500 square meters 3. Located on a secondary street

Note: It is sufficient for each item in the grading conditions for Class A buildings to satisfy one point, and for each item in the grading conditions for Class B buildings to satisfy two points.

Style Statistics of Harbin Middle East Railway Period Buildings

1. Classification statistics of architectural styles and patterns

Harbin has a variety of architectural styles, combining foreign and local architectural cultures, with a total of 19 styles, which are divided into five main categories, including foreign national architectural styles, new wave architectural styles, western classic architectural styles, local architectural styles and other styles.

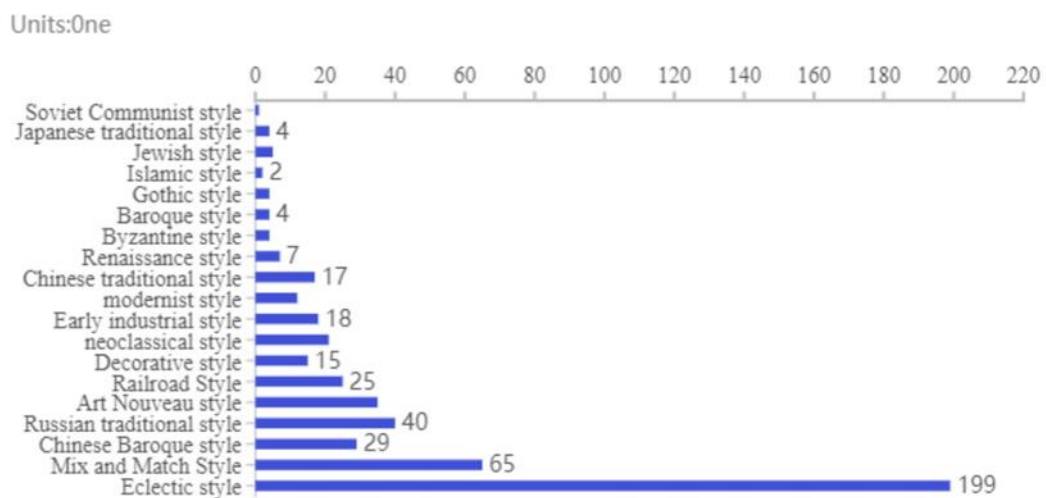
In terms of foreign national architectural styles, Harbin, due to the wave of large-scale immigration, has brought together a number of different foreign national architectural styles, including the traditional Russian architectural style of countryside style and standardized style of the railroad, the traditional Japanese architectural style, the Jewish architectural style, the Islamic architectural style. For the new wave of architectural styles, these are completely different from the traditional style, with the style characteristics of modern thinking, including Art Nouveau, Decorative and Modernist architectural styles. In terms of Western classic style, this category contains the most types of architectural styles, including eclecticism, baroque, renaissance, gothic and other six. For local architectural styles, they include traditional Chinese architectural styles and Chinese Baroque architectural styles. For other architectural styles, including early industrial architectural style, Soviet socialist style, mixed architectural style, this paper will be ambiguous for the style of some of the buildings are summarized in the mixed style.

2. Harbin Middle East Railway Architectural Style Number Statistics

Firstly, based on the scope of this thesis, including the type of building and geographical area to be studied. Determine the sample of buildings to be counted based on different criteria such as geographic location Nangang District, Daoli District, Daowai District, etc., building type station building, factory building, church, club, etc., or building age. Obtain information about architectural styles by reviewing historical documents, architectural archives, and related research papers about Middle Eastern Railway-era buildings and conducting field surveys to take photographs and record the condition and characteristics of the buildings. Data on the historical background, exterior features, and decorative elements of Middle Eastern Railroad-era buildings were

provided to classify and record information about architectural styles. Next, the collected data were analyzed and summarized according to the classification system. Calculating the number of each style in the sample and plotting the number of buildings of different styles in a bar chart (Table3), it is clear that the eclectic style has the largest number of buildings, which belongs to the mainstream architectural style in modern Harbin, followed by the number of mixed styles, the Chinese Baroque style, and the Russian traditional style, and that the number of buildings of styles such as the Byzantine style, the Baroque style, the Islamic style, the Gothic style, the Japanese traditional style, and so on, is less than 5 buildings. The lowest number of buildings is in the Soviet Communist style, with only one in the modern period.

Table 3 Styles of Harbin Middle East Railway Period Buildings Statistical Table



Harbin Middle East Railway Period Architectural Style Chronological Distribution

The chronological distribution of architectural styles during the Harbin Middle East Railway period is a key part of the study of the cultural evolution of architecture during this period. This period covers a wide range of historical backgrounds and cultural influences, and as a result the architectural styles show diversity and evolution. The early stages of Harbin Middle East Railway architecture. The architectural style was mainly influenced by Russian culture, which manifested itself in typical Russian

architecture, including Russian churches and residential houses. The architecture of this period focuses on practicality and functionality. In addition to Russian architecture, Western architectural styles began to penetrate, such as neoclassicism and modernism. This led to a diversity of architectural forms, ranging from traditional to modern. This period was influenced by political and social changes. Architectural styles tended to be simplified and unified, with a greater emphasis on practicality. Architects and designers began to incorporate elements of socialist realism. During the modernization phase, architectural styles tended to be more modernist, emphasizing functionality and innovation, and buildings often featured bold structures and abstract forms. The final period saw the Harbin Middle East Railway architecture enter an era of diversity and postmodernity. Architects began to incorporate more international elements while retaining the characteristics of the historic buildings. The architectural styles of this period show a diversity of elements that coexist from traditional to modern, from Eastern to Western.

In conclusion, the chronological distribution of architectural styles during the Middle East Railway period in Harbin reflects the impact of historical, cultural and social changes. From Russian architecture to modernism, to pluralism and postmodernity, this evolution process demonstrates the richness and diversity of architectural culture. Understanding this chronological distribution is of great significance to the study of the development and evolution of Harbin's Middle East Railway-era architecture.

The following is a brief description of the chronological distribution of Middle Eastern architectural styles:

1. Chronological distribution of Russian architectural styles

After the Middle East Railway began to officially open to traffic, the number of new railroad-style buildings decreased, and after about 1910, there were no new buildings of this type, which were mainly used in residential buildings. The Russian traditional style of architecture also spread in 1898 with the entry of Tsarist Russia into Harbin, with the opening of ports for business and the October Revolution and other events, many Russian expatriates came to Harbin, and the number of buildings was

almost in a continuous increase, about 1937, due to the number of Russian expatriates declined year by year, the construction of this style of architecture gradually stagnated, and then there was no more new buildings, mainly used for churches, station houses, offices and other functional buildings. They were mainly used for churches, station houses, offices and other functional buildings.

2. Chronological distribution of traditional Japanese architectural styles

Japanese traditional architectural style was introduced to Harbin earlier, due to the early stage of the construction of the railroad, Japanese expatriates came to Harbin as the identity of the contractor, and at the same time spread its culture here, before 1932, built in Harbin, Hongwanji Temple and Higashi-Hongwanbetsuji Temple, the development of slow, and so the Japanese invasion of the Northeast, began to build large-scale construction of the Shrine in the Northeast region, of which the Harbin Shrine and the Protector of the country's shrines built in 1935, and no new since then. The Harbin Shrine and the Gokoku Shrine were built around 1935, and there have been no additions since then.

3. Chronological distribution of Jewish architectural style

This style appeared in Harbin in 1907, until 1920, the Jewish architectural style development and construction speed, after that, under the influence of the Russian October Revolution, the Jews gradually left Harbin, the number of people plummeted, the number of new buildings also decreased, after 1935, there is no new construction, the Jewish style is used in churches, hospitals, schools and other public buildings.

4. Chronological distribution of Islamic architectural styles

This style appeared in Harbin in 1906, the Tatar mosque was built, the Arab mosque was built in 1910, and there were no more buildings of this style.

5. Eclectic architectural style time distribution

This style of architecture was gradually popularized in 1900, appeared earlier, and has been in the trend of growth, the fastest growth rate in the boom period, after 1937, Harbin's urban construction was affected by the war against Japan. Eclectic style building construction gradually reduced, tended to level off, but in the modern

period of Harbin, the development of this style has never been interrupted, mainly used in public building types.

6.Chronological Distribution of Renaissance Architectural Styles

In 1909, the German Consulate was established in Harbin. This style was gradually developed, with almost no additions after 1926, and was mainly used for public buildings.

7.Chronological distribution of Gothic architectural styles

Began to appear in 1907, the development has been in a slow state, no new additions after 1929, used for religious buildings.

8.Chronological Distribution of Baroque Architectural Style

The style appeared in 1910, with no additions after 1937 and overall slow development for use in public buildings.

9.Chronological Distribution of Neoclassical Architectural Style

This style of architecture began to appear in 1902, with the largest number of additions during the boom period and no additions after 1940, and was mainly used in public buildings such as offices and banks.

10.Chronological distribution of Byzantine architectural style

This style of architecture began to appear in 1907 with the construction of St. Sophia Cathedral, followed by the Church of the Annunciation and the Chinese Orthodox Church of Harbin. After 1931 there were no new additions and the style was used in church buildings.

11.Art Nouveau Architectural Style Chronological Distribution

This style of architecture appeared in Harbin almost at the same time with the construction of the Middle East Railway, the Middle East Railway meteorological observation station was built in Xiangfang in 1898, marking the formal introduction of European Art Nouveau architectural style to Harbin, and also the earliest city in China to spread the Western modern architectural culture, the largest number of new buildings of this style in the boom period, no new after 1932. Most of the public buildings of the railroad system, except for some residences and churches, were built in the form of Art

Nouveau style, which at the same time put Harbin's initial urban construction on a high level.

12. Chronological distribution of the Decorative architectural style

This style of architecture emerged in the 1920s. From 1923 to 1931, the number of new buildings was about the same and remained stable, with no additions after 1943, mainly in public building types.

13. Modernist architectural style chronological distribution

Modernism was introduced to Harbin in the 1930s, and its number increased rapidly during the period of refinement, adding a contemporary artistic color to Harbin for more than a decade, and it was mainly used in public buildings such as department stores, bookstores, and railway stations.

14. Chronological Distribution of Traditional Chinese Architectural Styles

As a local architectural style, it has maintained a steady development in Harbin in modern times. By the boom period, the style had the largest number of buildings constructed, and after 1931, the amount of construction gradually decreased and was mainly applied to temple buildings.

15. Chronological Distribution of Mixed Architectural Styles

The style began to appear in the early years of railroad construction, with essentially no additions after 1937, with the greatest number of additions during the boom period.

Distribution of the Harbin Middle East Railway Architectural and Cultural District

1. Local Architecture and Culture District (Nangang District)

There are a large number of Chinese baroque-style buildings on both sides of Jingyu Street in Daowai District, which was the first prosperous commercial street in Daowai at that time. The reason for the emergence of this architectural and cultural phenomenon of combining East and West is that due to the rule of Tsarist Russia and the increase in the number of immigrants in the country, the planned Nangang District prohibited the Chinese to live and reside in the area, so a large number of immigrants gathered in the Daoli District outside of the railroad annex to build the area on their own

initiative. Here, people gradually transitioned from small workshops to large-scale national industries and businesses, and there were a variety of recreational and medical facilities. (Fig. 3) and (Fig. 4) show the prosperity of North Toudao Street and South Toudao Street. Existing buildings, such as the Old Dingfeng Food Store, the Wedding Supplies Store, and the North 10th General Food Store, actively absorbed the western architectural culture of Daoli and Nangang, while at the same time, they have always inherited the traditional Chinese culture, which is manifested in many aspects such as architectural decorations, materials, and spatial layout, forming an architectural and cultural area with traditional characteristics. Secondly, traditional Chinese architectural style is mainly used in temples, Taoist temples and garden vignettes, and it can be seen that the importance of the traditional style of architecture in Nangang Dazhi Street on both sides and the end of the distribution of the dense, mainly Western style in Nangang District highlights the color of Chinese architecture, carry forward the cohesion of traditional culture, not only in the geographic location to gather the crowd but also in the spirit of the spirit of encouragement, the formation of a number of small local architectural and cultural district. The district has formed a number of small local architectural culture districts.



Figure 3 Old pictures of South First Street in Daowai District

Source: <https://www.imharbin.com>(2023)



Figure 4 Old pictures of North First Street in Daowai District

Source: <https://www.imharbin.com>(2023)

2. Jewish Architectural and Cultural District (Nangang District)

At the beginning of the construction of the railroad, anti-Semitic activities were rampant in Russia and Eastern Europe, and most of the Jews and Russian expatriates fled to Harbin together to take spiritual solace through the belief in Judaism, which subsequently gave rise to a series of Jewish organizations, synagogues and other buildings. The buildings embodied in the picture are the old sites of Jewish activities (Fig. 5) and (Fig. 6), witnessing the scenes of Jewish life, including a total of six different architectural styles, with the Jewish Center Synagogue and the Jewish New Synagogue as the core, and Tongjiang Street and Hongdian Street as the main streets, forming a large Jewish architectural community complex, and within a radius of the relevant buildings constructed by the Jews in the field of cultural and economic areas, such as the founding of the Central Street of the In the radius, there are buildings built by Jews in the cultural and economic fields, such as the Jewish National Bank on Central Street, the Mardiell Hotel, and the synagogue school on Tongjiang Street, etc. Although the architectural styles are very different, they constitute the daily life of the Jews, and they occupy a position in the modern architectural culture of Harbin.



Figure 5 Synagogue during the Middle East Railroad

Source: <https://www.imharbin.compost44417> (2023)



Figure 6 Jewish schools during the Middle East Railroad period

Source: <https://www.imharbin.compost21135> (2023)

3. Russian Architectural and Cultural District (Nangang District)

Due to the invasion of Harbin by Tsarist Russia at the end of the 19th century, Western culture was constantly spreading in, and a large number of Russians entered the city one after another, most of them were Orthodox believers. In 1889, the first Orthodox church, St. Nicholas Church, was built in Nangang District, and there were 26 Orthodox churches in Harbin by 1931. Arrangement of the Orthodox Church in the city planning in the important nodes, reflecting the considerable importance attached to it, such as the construction of the Nicholas Church (Figure 7) began in 1899, is located in the Nangang District at the intersection of the two main streets, not only in the center of the regional location, but also the center of Orthodox Christianity, along with the increase in the number of expatriates believing in Orthodox Christianity, Dori District, the Orthodox Church is also carried out on the construction, the overall Nangang District, in the Dazhidai Street, the main street of this church intensively, the region Churches are distributed on both sides of Dazhi Street and at the end, and there are more of them. As Nangang District is a new city center established by the Russians after the construction of the railroad, a large number of Russian neighborhoods, houses and villas have been

planned and constructed here, as well as two important railroad service complexes, centered on the Railway Bureau and centered on the Haha Station, which serve the railroad office and the people in front of the station, forming a Russian architectural and cultural area with the Orthodox Church as the core radiating to the surrounding area in the Nangang District.



Figure 7 Old photos of St. Nicholas Church

Source: <https://www.163.com/dy/article/FJKHR76E052198BL.html>(2023)

Functional Classification of Harbin Middle East Railway Period Buildings

1. Railway station buildings

Harbin's earliest significance was to connect China and Tsarist Russia for the purpose of freight transportation, railroad transportation is the most suitable mode of transportation, speed, carrying capacity, the train station and the surrounding facilities are essential products, Harbin Railway Station, initially known as the West Line Station of the East Qing Railway, which was constructed by the Chinese and the Russians together. The train station officially began operations in 1898, when it was a second-class station. Harbin Station is an independent station of the China Railway Harbin Group Company Limited, a "section-level" unit of the railroad, and is the origin and destination of the Binzhou Railway. It is also an international station and the first station for passengers and cargoes, undertaking China's largest land railroad transportation business. Harbin old railway station has distinctive Russian architectural features, single-storey building, thick walls and high beams. The windows are rounded at the top and rounded at the bottom, which is a classic decorative form of western architecture. The main entrance of the old railway station extends forward than the building wall, about half a meter, according to the picture data can be seen, the builder of the railway station's intention, the overall modeling trend of the building's entrance windows is rounded below, the main entrance is higher than the two sides of the wall, presenting a "convex" shape, the following three rectangular composition of the entrance, the top of the three windows combined with an arch, with curvilinear beauty. The three rectangles below form the entrance, and the three windows above combine to form an arch, which has the beauty of curves and at the same time has the angular beauty of geometric forms. The columns on both sides of the wall protrude from the wall and the hill wall, generally presenting a "concave" shape. Window modeling atmosphere of rectangular and semi-circular combination, exquisite and rhythmic, along the railroad there are two water towers these two water towers used to give the steam locomotive on the water, if there is no water, the steam locomotive will not be able to move forward, so the water tower is the train station is one of the most important support building. It can clearly touch its history. The water tower is a combination of brick and wood construction, with a

strong and beautiful burrstone masonry wall base. The brick stacks, which protrude in the direction of the vertical rows, are flexible. The upper part of the roof is a typical Russian sloping roof, the lower part is a barrel-type building, made of bricks, and the upper part is polygonal, with a predominantly wooden structure and a bright and vivid color scheme.

2. Institutional police station-type buildings

Institutions police station type of building is more serious compared to other buildings, the building form is also relatively rigorous, more ceremonial. Harbin Tsarist Prison is located in Harbin City, Nangang District, between the three streets and four streets. The west side of Tianqiao Road was built in 1903, covering an area of 4,000 square meters. The west bungalow covers an area of 133.1 square meters. Harbin Prison mainly consists of the main building, east bungalow, west bungalow and courtyard wall. The courtyard wall is about 3 meters high. The architectural form is mainly based on material mechanism, mainly stone, which is more solid and gives a strong sense of oppression. The windows and doors of the prison are in simple rectangular shape, without adding any decoration, cold and majestic, in the overall shape of the entrance, the choice of the upper round and lower shape, which is the most common geometric form of doors and windows in Russian architecture, in the Tsarist Russian prison building, applied in the overall shape, that is, modern and solid and solid, but also has the iconic characteristics of Russian architecture.

Kinds of stone masonry buildings to increase the stability and solidity of modern Harbin authorities police station class buildings full of the flavor of the times, located in the Harbin New District of the government offices, the building is tall and majestic, thick walls, to ensure that the building's stability and warmth, the building to the dome of the highest point of symmetry, the overall shape of the rich sense of order, seriousness and confidentiality, the dome pattern elements of difference in the traditional dome of the Baroque building of the teardrop, but Russia's unique "war helmet" dome pattern, similar to Genghis Khan's iron hat, solid and powerful, both the exotic Harbin region, and Western columns, the dome pattern is a good example. The

dome pattern element is different from the teardrop shape of the traditional Baroque architectural dome, but the unique Russian "war helmet" dome pattern, similar to Genghis Khan's iron hat, solid and powerful, the wall load-bearing with the Western columns, not only the exotic flavor of the Harbin area, but also without losing the local national architectural elements. The middle position of the overall shape of the building is the building entrance and the two sides of the shape to the front, the building pattern elements are different from other walls, the building pattern modification to the building entrance, followed by the two sides of the protruding part of the back of the wall regularization, shaping a near real and far away from the virtual picture of the extension of the sense of the building before and after the scale of the building before and after the scale of difference to make the building overall shape of the building has a sense of stretch, the visual scalability to make the building more three-dimensional in general.

3. Religious buildings

To meet the usual worship and other religious behavior. Later gradually with the cultural exchanges, Harbin area natives and the Russian faith, began to appear other churches, now in Harbin preserved three churches are: St. Sophia Church, the Church of Our Lady's patron saint, St. Alekseev Church in order to meet the needs of faith, Harbin area began to appear the emergence of the church, the most representative of the Soviet period belongs to the Serafim Church! The main composition of the church is composed of logs, single-storey building, highlighting the second floor, with a separate independent bell tower, staggered, pleasant scale, directly connected by the outdoor staircase overall shape is pleasing to the eye. The bell tower has a typical high pitched roof, which is aesthetically pleasing and culturally relevant. The walls are relatively thick to ensure basic heating in winter. The windows are rectangular in shape, visually solid, and the eaves are triangular in shape. The domes are the main focus of the Harbin churches, and the emphasis and beauty of the motifs are on the domes. The windows are relatively narrow, with long vertical heights, elegant and delicate lineal footings, and the wall molding is concave and rhythmic.

4. Trade and commerce buildings

Harbin shoulders an important international trade business, trade business accounted for most of the proportion of Harbin's economic income, a city that has become prosperous by the trade transactions, for the trade of the building more emotionally, the existing trade buildings in Harbin is very exotic flavor, respectively: Harbin Yiwu Trade City, China-Russia Mutual Trade and Tourism Zone, China-Russia Business Walking Street Harbin Yiwu Trade City is a typical eclectic architectural style, diversified architectural elements and rich in classical Western art and culture, architectural elements from top to bottom full of classical art and beauty, first of all, the building dome is full of Gothic architectural style four-sided conical beauty. Typical eclectic architectural style, diversified architectural elements and rich in classical Western art and culture, architectural elements from top to bottom full of classical art beauty, first of all, the building's dome, full of Gothic architectural style of the four-sided conical dome, with a solemn cut luxury gold color, solemn and luxury. Soaring columns make the building more rich in the aesthetics of Western art, modeling is the classic ancient Greek columns Dockery columns. The windows of the first floor are rounded on the top and rounded on the bottom, which is the standard classical westernist architectural style, and the dome is a quadrilateral roof with a high and low shape.

5. Civilian residential buildings

Harbin area civil housing from the initial native nomadic yurts, felt houses to the current change in the shape of Russian-style buildings, has experienced significant changes, but the building with the opening of the commercial port period of the great rise, with the frequent trade exchanges, the Russian settlement in this area, and then also brought a lot of different ethnic traditions and architectural culture, Harbin area civil buildings are mostly brick and wood mixed structure, or wood carving corrugated, patterned in the cornice line focused on the foot of the part of the roof of the building for the typical roof sloped to reduce winter snowfall on the roof of the load-bearing capacity, to avoid the roof of the summer when the rainfall of water storage and accumulation of water, resulting in indoor leakage of rain and other phenomena.

Cultural integration in monolithic buildings

1. Selection of areas for the construction of the Harbin Middle East Railway

Of the three districts in the study area, namely Nangang District, Daowai District, and Daoli District, Nangang District was chosen because of its historical importance and representativeness in terms of architectural forms and cultural interactions during the period of the Middle East Railroad in Harbin. The following are some of the reasons for choosing Nangang District:

1.1. Historical position: Nangang District is located in the core of Harbin City and is a major transportation route for the Middle East Railway. During the period of the Middle East Railroad, Nangang District was an important railroad station, attracting a large number of foreign immigrants and cultural exchanges. As a result, the area carries a rich historical and cultural heritage, reflecting the fusion of multiple cultures.

1.2. Diversity of architectural styles: The architectural complex of the Nangang District encompasses a wide range of architectural styles, including Russian, Chinese and European styles. This diversity reflects the intermingling and fusion of different cultures and cultural elements in the area, making the Nangang District an ideal place to study cultural exchange and architectural fusion.

1.3. Iconic Buildings: The Nangang District is home to a number of iconic buildings, such as Harbin Station and St. Sophia Cathedral, which represent a combination of different cultures and architectural styles. By studying these representative buildings, we can better understand the concrete expression of cultural integration and the inheritance of architectural culture.

1.4. Embodiment of Cultural Diversity: As a transportation hub and a center of cultural exchange, Nangang District carries the influence of several cultures, including Russia, China, and Europe. Choosing the architecture of Nangang District as the research object can fully reflect the concrete embodiment and interaction of cultural plurality in architecture.

Therefore, choosing the architecture of Nangang District as the research object helps to deeply explore the diversity and complexity of the architectural forms

and cultural interactions during the Middle East Railway period in Harbin, and provides rich cases and concrete manifestations for the research.

2. Architectural survey of the Harbin Middle East Railway

Survey Steps

1. Statistical data sources. This is accomplished by reviewing historical documents, archival materials, building records, and site visits. Ensure that the data is as detailed and accurate as possible.

2. Quantitative statistical criteria. Specifically including: the current situation, style, location, construction time and destruction and other literature combing.

3. Field investigation: Through the authentic existence of the building, find the similarities and differences between the historical information and the real information, and provide the required information for the subsequent research.

4. Information checking. To confirm the results of field investigation with the historical information of data sources, and to verify and confirm the accurate information of the building group.

	Russian style	Middle East Railway Style	Ecclectic style	Classical style	Renaissance style	Baroque style	Byzantine style	Gothic style	Mix and match style	Modern industrial architectural style	Modern style	Art Nouveau style	Chinese traditional style	Art Deco style	consider
Grade 1 building	8	0	29	5	3	1	1	1	2	1	2	12	5	3	73
Grade 2 building	3	5	26	4	2	1	0	1	0	0	1	6	0	0	49
Grade 3 building	4	5	16	0	0	0	1	0	7	1	1	2	0	0	37

Figure 8 Statistical Map of Architectural Styles and Classes of Middle Eastern Railroad Buildings in the South Heights District

Source: Author's own drawing (2023)

Harbin Middle East Railway period building number is relatively large, mainly in three regions, the first is to clarify the number of buildings in the study area, quality, characteristics and distribution, classification research to do the groundwork. Nangang District within the Middle East Railway Middle East Railway buildings as the main object of investigation.

Investigative process:

The use of public transportation combined with walking on the Middle East Railway period buildings in Harbin to carry out a zoning survey, through the collection of literature, download satellite maps, field research, user interviews, numbered photographs of the content of the Middle East Railway period related to the construction of buildings and structures in Harbin, a survey.

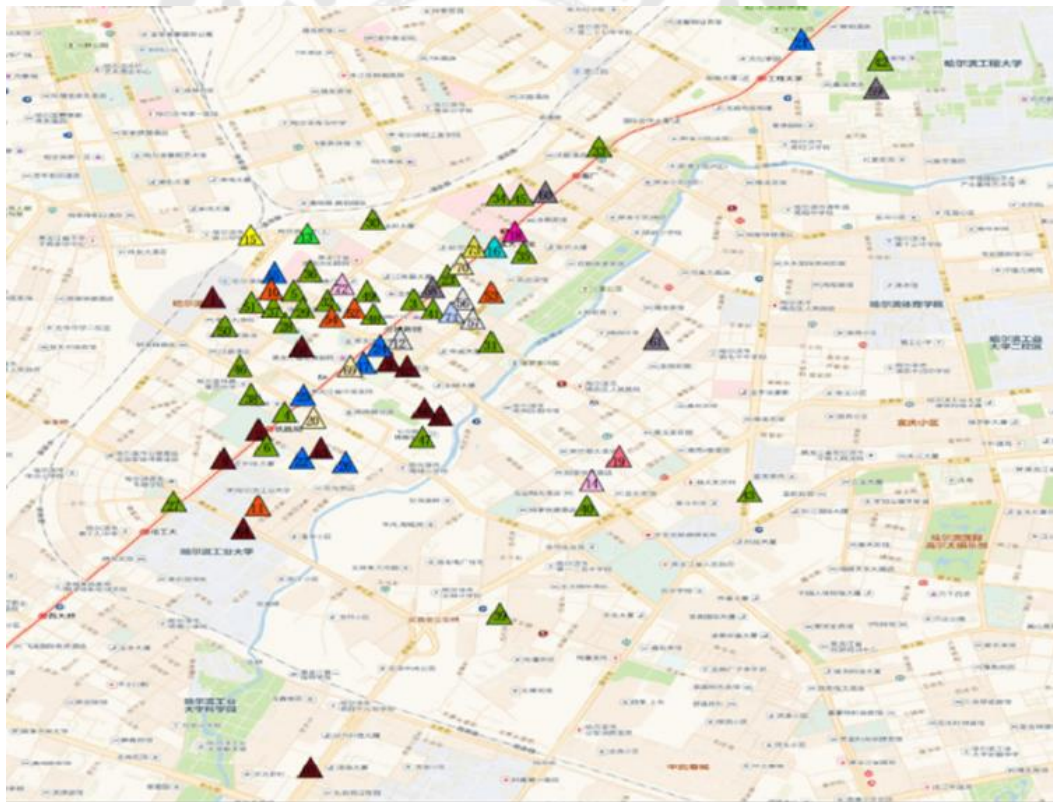


Figure 9 Harbin Nangang District, the Middle East Railway period of Class 1 building location map

Source: Author's own drawing (2023)

In the process of studying the architectural forms and cultural integration during the Harbin-Middle East Railway period, an investigation of the entire Middle East Railway architecture in the Nangang District was conducted. Figure 9 represents a regional map of the Nangang District with markings indicating the locations of primary buildings of the Middle East Railway in the area. Each numbered marker corresponds to a specific building, while each color represents a distinct architectural style. A comprehensive table of attributes for the identified building samples was created, including information such as 'name,' 'era,' 'function,' 'style,' 'location,' 'number of stories,' and others.

1. Harbin Railway Station



Figure 10 Harbin Railway Station

Source: Zhang Chunyu (2023)

Year: 1903

Number of floors: 2nd floor

Style: Art Nouveau

Location: 1 Railway Street

The central hub station of the Sino-Russian jointly constructed Middle East Railway has undergone four station building renovations. It was put into operation in 2018 and is now known as the Harbin New Railway Station.

2. Harbin Railway Bureau



Figure 11 Harbin Railway Bureau

Source: Zhang Chunyu (2023)

Year: 1902

Number of floors: Fourth floor

Style: Art Nouveau

Location: 51 Xi Da Zhi Street

Originally the site of the Middle East Railway Administration office building, colloquially known as the "Big Stone House," it was then the largest public building in Harbin. It exemplifies the characteristics of new art brick and stone mixed-structure architecture. It currently serves as the Harbin Railway Administration.

3. Akibayash Corporation



Figure 12 Figure Akibayash Corporation

Source: Zhang Chunyu (2023)

Year: 1908

Number of floors: Fourth floor

Style: Eclectic Architectural

Location: No.319 Dong Da Zhi Street

The Qiu Lin Building was officially put into use in 1908. The Qiu Lin Company is a well-known and long-established enterprise both domestically and internationally. It is currently known as the Harbin Qiu Lin Company, a large-scale retail business enterprise.

4. Railroad Bureau General Union



Figure 13 Railroad Bureau General Union

Source: Zhang Chunyu (2023)

Year: 1910

Number of floors: Third floor

Style: Eclectic Architectural

Location: No.45 Xi Da Zhi Street

Originally the site of the Middle East Railway Administration's Inspection Office, it now serves as the Harbin Railway Bureau General Labor Union.

5. Central Telephone Bureau of the Middle East Railway



Figure 14 Central Telephone Bureau of the Middle East Railway

Source: Zhang Chunyu (2023)

Year: 1907

Number of floors: 2nd floor

Style: Eclectic Architectural

Location: No.31 Bank Street

Originally the Central Telephone Bureau of the Middle East Railway, it underwent two expansions after 1926. It is now known as the Fourth Affiliated Hospital of Harbin Medical University.

6. Harbin Railway Administration Workers' Cultural Palace



Figure 15 Harbin Railway Administration Workers' Cultural Palace

Source: Zhang Chunyu (2023)

Year: 1903

Number of floors: 2nd floor

Style: Eclectic Architectural

Location: No. 84, West Dazhi Street

Originally the site of the Middle East Railway Administration's Club, it now serves as the Harbin Railway Administration Workers' Cultural Palace.

7. Railroad Bureau Central Hospital



Figure 16 Railroad Bureau Central Hospital

Source: Zhang Chunyu (2023)

Year: 1900

Number of floors: 2nd floor

Style: Russian Architecture

Location: No. 39 Yiyuan Street

Formerly the Central Railway Hospital of China Railway, now the Fourth Clinical College of Harbin Medical University

8. Middle East Railway Business School



Figure 17 Middle East Railway Business School

Source: Zhang Chunyu (2023)

Year: 1906

Number of floors: 2nd floor

Style: Art Nouveau

Location: No. 55, West Dazhi Street

The former site of the China Eastern Railway Business School was once the library of Harbin Institute of Technology and is now the High School Affiliated to Harbin Institute of Technology. The complex also hosts the Harbin Men's Business School and Women's Business School.

9. Director's residence



Figure 18 Director's residence

Source: Zhang Chunyu (2023)

Year: 1908

Number of floors: Third floor

Style: Art Nouveau

Location: No. 38, Hongjun Street

It was originally the Eastern Railway Office. In 1921 it was changed to the official residence of Vostroumov, the director of the Eastern Railway Administration. It is now a KFC restaurant.

10. Middle East Railway Hotel



Figure 19 Middle East Railway Hotel

Source: Zhang Chunyu (2023)

Year: 1904

Number of floors: 2nd floor

Style: Art Nouveau

Location: No. 85, Hongjun Street

It was originally the China Eastern Railway Hotel. The facade of the building was rebuilt in 1926 and the building was built in 1936. It is now the Longmen VIP Building Hotel.

11. Harbin Institute of Technology, School of Humanities



Figure 20 Harbin Institute of Technology, School of Humanities

Source: Zhang Chunyu (2023)

Year: 1929

Number of floors: Fourth floor

Style: Classical

Location: No. 1, Fuhua Erdao Street

It was originally a student dormitory and was known as the first "Watson Dormitory" in the history of Harbin Institute of Technology. After the school's professional adjustment in 1958, the school's campus offices were moved from the Civil Engineering Building to this office, hence the name "Campus Building". It is now the school of humanities, social sciences and law.

12. Harbin Youth Palace



Figure 21 Harbin Youth Palace

Source: Zhang Chunyu (2023)

Year: 1921

Number of floors: Third floor

Style: Renaissance

Location: No. 33, Hongjun Street

It was originally the site of the Meyerovich Building. The first floor once housed a hospital and is now the Harbin Children's Palace.

13. Harbin Third Middle School



Figure 22 Harbin Third Middle School

Source: Zhang Chunyu (2023)

Year: 1923

Number of floors: Third floor

Style: Chinese tradition

Location: No. 415 Gogol Street

It was originally the Eastern Railway General Education School. In 1926, it was taken over by the Education Bureau of the Eastern Province Special Region. It is the first single largest traditional Chinese building in Harbin with an eclectic style. Now it is Harbin No. 3 Middle School.

14. Harbin Peace Estate Hotel



Figure 23 Harbin Peace Estate Hotel

Source: Zhang Chunyu (2023)

Year: 1910

Number of floors: Fourth floor

Style: Eclecticism

Location: No. 171, Zhongshan Road

Originally the official residence of Ma Zhongjun, the chairman of the Middle East Railway Company and a famous official in Northeast China, it was converted into a high-class hotel to receive leaders in 1956, and is now known as the Peace Estate Hotel.

15. sky and rainbow bridge



Figure 24 sky and rainbow bridge

Source: Zhang Chunyu (2023)

Year: 1926

Number of floors: 1st floor

Style: Modern industry

Location: The junction of Jihong Street and Yiman Street

Jihong Bridge is a true overpass in Harbin's early bridge history. It is the transportation hub and throat of Harbin. It is a typical European architectural style and industrial architectural style bridge building.

16. Harbin Orthodox Church



Figure 25 Harbin Orthodox Church

Source: Zhang Chunyu (2023)

Year: 1922

Number of floors: Third floor

Style: Byzantine

Location: No. 268 Dongdazhi Street

The Church of Our Lady of Harbin, also known as the Church of the Patroness of the Holy Virgin and the Ukrainian Church. Harbin can be called a fine example of church art. Now the Chinese Orthodox Church Harbin Church.

17. Portman's Western Restaurant



Figure 26 Portman's Western Restaurant

Source: Zhang Chunyu (2023)

Year: 1903

Number of floors: 1st floor

Style: Russian Architecture

Location: No. 12, West Dazhi Street

Originally housing the senior staff of the Middle East Railway, it was left unused for a long time. In 2000, it was transformed into Portman's Western Restaurant, one of Harbin's best-known Western restaurants.

18. Harbin Christian Church



Figure 27 Harbin Christian Church

Source: Zhang Chunyu (2023)

Year: 1916

Number of floors: 2nd floor

Style: Gothic

Location: No. 252 Dongdazhi Street

Harbin Christian Church was originally known as Nierayi Christian Church. 1997, on the basis of maintaining the original architectural style, in the back of the expansion. It is now the Nangang Christian Church.

19. Former site of the Manchurian Provincial Committee of the Communist Party of China



Figure 28 Former site of the Manchurian Provincial Committee of the Communist Party of China

Source: Zhang Chunyu (2023)

Year: 1908

Number of floors: 1st floor

Style: Modern

Location: No. 40 Guangguang Street

Originally for the CPC Manchurian Provincial Party Committee office room, restored in 1988, is the CPC Manchurian Provincial Party Committee in Harbin to save the only old site. It is now a memorial hall.

20. Building at 65 Xidazhi Street



Figure 29 Building at 65 Xidazhi Street

Source: Zhang Chunyu (2023)

Year: 1935

Number of floors: Third floor

Style: Art Deco

Location: No. 65, West Dazhi Street

Originally a Jewish department store, it is now a commercial store.

21. Culture Park Electronic Recreation Hall



Figure 30 Culture Park Electronic Recreation Hall

Source: <https://www.mafengwo.cn/> (2023)

Year: 1908

Number of floors: Third floor

Style: Russian Architecture

Location: No. 208 Nantong Street

It was originally the Dormition Church, also translated as the Assumption Church, also known as the Uspenskaya Church. This church was built with funds from the China Eastern Railway Administration and donations from believers. It is a church where Orthodox Christians worship the dead. It is now the Cultural Park Game Hall.

22. Heilongjiang Writers' Association



Figure 31 Heilongjiang Writers' Association

Source: Zhang Chunyu (2023)

Year: 1924

Number of floors: Third floor

Style: Russian Architecture

Location: No. 22 Yiu King Street

It was originally the Consulate General of the Soviet Union in Harbin and the library of the China Eastern Railway Administration. It is now the working place of Harbin Writers Association.

23. Culture Park West Gate



Figure 32 Culture Park West Gate

Source: Zhang Chunyu (2023)

Year: 1922

Number of floors: Third floor

Style: Russian Architecture

Location: No. 1 Dongdazhi Street

Originally the bell tower of the Dormition Church, the bell tower was originally the entrance to the new cemetery for foreigners. This is an independent and unique bell tower. The bell tower is separated from the main body of the church and harmoniously integrated into one. In 1928, the west gate was built.

24. St. Nicholas Church



Figure 33 St. Nicholas Church

Source: <https://www.163.com/dy/article/FJKHR76E052198BL.html> (2023)

Year: 1900

Number of floors: Fourth floor

Style: Russian Architecture

Location: Hongbo Plaza

St. Nicholas Church was once a landmark building in Harbin. It was the earliest large-scale public building built in Harbin when modern urban construction began. It is a prestigious boutique building. St. Nicholas Church was destroyed during the Cultural Revolution in 1966.

25. Harbin Railway Health School



Figure 34 Harbin Railway Health School

Source: Zhang Chunyu (2023)

Year: 1904

Number of floors: 2nd floor

Style: Russian Architecture

Location: No. 37, West Dazhi Street

It was originally the headquarters of the Trans-Amur Military District of Tsarist Russia. In 1946, it was the headquarters of the Northeastern Democratic Alliance Forces. In 1950, it was the Harbin Railway Health School. It is now the Harbin Hospital of Traditional Chinese Medicine.

26. Heilongjiang Provincial Federation of Literature and Art



Figure 35 Harbin Railway Health School

Source: Zhang Chunyu (2023)

Year: 1902

Number of floors: 2nd floor

Style: Russian Architecture

Location: No. 22 Yiu King Street

It was originally the Central Library of the China Eastern Railway and is now the office of the Provincial Federation of Literature and Art.

27. Nangang weather station



Figure 36 Nangang weather station

Source: Zhang Chunyu (2023)

Year: 1902

Number of floors: Third floor

Style: Eclectic Architectural

Location: No. 89, West Dazhi Street

Originally the Nangang District Meteorological Observatory, it was renamed Harbin Local Observatory from 1932 to 1945. It is now Bainaohui Electronic City.

28. Railway Bureau Foreign Economic and Trade Company



Figure 37 Railway Bureau Foreign Economic and Trade Company

Source: Zhang Chunyu (2023)

Year: 1924

Number of floors: 2nd floor

Style: Eclectic Architectural

Location: No. 108, Hongjun Street

It was originally the South Manchuria Railway Co., Ltd. and the Consulate General of Japan in Kazakhstan. Now it is Harbin Railway Bureau Foreign Economic and Trade Company.

29. Heilongjiang Federation of Industry and Commerce



Figure 38 Heilongjiang Federation of Industry and Commerce

Source: Zhang Chunyu (2023)

Year: 1902

Number of floors: 2nd floor

Style: Eclectic Architectural

Location: No. 77, Hongjun Street

It was originally the former site of Harbin Branch of China-Russia Daosheng Bank, and is now the Heilongjiang Provincial Federation of Industry and Commerce.

30. Northeast Martyrs' Memorial Hall



Figure 39 Northeast Martyrs' Memorial Hall

Source: Zhang Chunyu (2023)

Year: 1928

Number of floors: 2nd floor

Style: Classicism

Location: No. 241 Yiman Street

It was originally the library of the special regions of the three northeastern provinces. In 1933, the building was occupied by the Harbin Police Department of the Puppet Manchukuo. After the liberation of Harbin in 1946, it was converted into the Northeast Martyrs Memorial Hall and officially opened in 1948.

31. Heilongjiang Foreign Affairs Office



Figure 40 Heilongjiang Foreign Affairs Office

Source: Zhang Chunyu (2023)

Year: 1920

Number of floors: 2nd floor

Style: Eclectic Architectural

Location: No. 298 Gogol Street

It was originally the consular residence of the Consulate General of Japan in Harbin. It is now the Heilongjiang Provincial Foreign Affairs Office.

32. Heilongjiang Post and Telecommunications Administration Former Site

Province



Figure 41 Heilongjiang Post and Telecommunications Administration Former Site
Province

Source: Zhang Chunyu (2023)

Year: 1922

Number of floors: Third floor

Style: Eclectic Architectural

Location: No. 100, Minyi Street

Originally the office building of the North Manchuria Postal Administration, it is now the Heilongjiang Provincial Post Office Museum.

33. Harbin Cigarette Factory Warehouse (Former site)



Figure 42 Harbin Cigarette Factory Warehouse (Former site)

Source: <http://m.yanb2b.com/uploads/allimg/190824/1A4495D3-10.jpg> (2023)

Year: 1919

Number of floors: Third floor

Style: Eclectic Architectural

Location: No. 104, Yiman Street

It was originally the Lao Baduo and Son Cigarette Company. After the People's Government took over in 1952, it was renamed Harbin Cigarette Factory. It has a history of more than 100 years.

34. Residential Building No. 7, Liaoyang Street



Figure 43 Residential Building No. 7, Liaoyang Street

Source: Zhang Chunyu (2023)

Year: 1920

Number of floors: 1st floor

Style: Eclectic Architectural

Location: No. 7, Liaoyang Street

Originally a residence for China Eastern Railway personnel, it is now an exhibition hall for historical materials of the Liberation War.

35. Residential Building No. 23 On Shan Street



Figure 44 Residential Building No. 23 On Shan Street

Source: Zhang Chunyu (2023)

Year: 1936

Number of floors: 1st floor

Style: Eclectic Architectural

Location: No. 23, Anshan Street

This small courtyard is the former residence of Li Min, a Northeast Anti-Japanese Allied Forces fighter and former vice chairman of the Heilongjiang Provincial Committee of the Chinese People's Political Consultative Conference. It is also the seat of the Northeast Anti-Japanese Allied Forces Culture and History Research Association.

36. Harbin Railway Transport Procuratorate



Figure 45 Harbin Railway Transport Procuratorate

Source: Zhang Chunyu (2023)

Year: 1902

Number of floors: 5th floor

Style: Eclectic Architectural

Location: 222 Post Street

It was originally built as the First Dental School of the China Eastern Railway Administration and is now the Harbin Railway Transportation Procuratorate.

37. Hsbc camera store



Figure 46 Hsbc camera store

Source: Zhang Chunyu (2023)

Year: 1912

Number of floors: 2nd floor

Style: Eclectic Architectural

Location: No. 127, Hongjun Street

The original "Russian Tea King" Cheschakov chose this place as his main tea store and residence. It used to be the Dutch Consulate in Harbin and is now the HSBC Camera Company.

38. Harbin Railway Unity Primary School



Figure 47 Harbin Railway Unity Primary School

Source: Zhang Chunyu (2023)

Year: 1920

Number of floors: 2nd floor

Style: Eclectic Architectural

Location: 331 Post Street

Now it is the office building of Harbin Railway Tuanjie Primary School.

39. Heilongjiang Provincial Department of Housing and Urban-Rural Development Family Building



Figure 48 Heilongjiang Provincial Department of Housing and Urban-Rural Development Family Building

Source: Zhang Chunyu (2023)

Year: 1920

Number of floors: 2nd floor

Style: Renaissance

Location: No. 289 Dongdazhi Street

It was originally the U.S. Consulate General in Harbin and is now a residential building.

40. Air Force First Flying Academy Main Building



Figure 49 Air Force First Flying Academy Main Building

Source: <https://pics4.baidu.com> (2023)

Year: 1906

Number of floors: Third floor

Style: Eclectic Architectural

Location: No. 226, Zhongshan Road

It was originally a school for Russian overseas Chinese invested and built by the China Eastern Railway Administration. The school was called Horvat Middle School. It is now the main building of the First Space Flight Academy.

41. Miqi main store



Figure 50 Miqi main store

Source: Zhang Chunyu (2023)

Year: 1927

Number of floors: 4th floor

Style: Eclectic Architectural

Location: No. 353 Gogol Street

The original construction function was unknown, and it was once used as the head office of Miqi Company for offices and sales. The entire building is now vacant.

42. Heilongjiang Provincial Military Region Hospital Outpatient Clinic



Figure 51 Heilongjiang Provincial Military Region Hospital Outpatient Clinic

Source: Zhang Chunyu (2023)

Year: 1925

Number of floors: 2nd floor

Style: Eclectic Architectural

Location: No. 2 Wenmiao Street

Originally the front building of Zhizhi, it is now the outpatient building of the Provincial Military Region Hospital.

43. Blue Sky Kindergarten



Figure 52 Blue Sky Kindergarten

Source: Zhang Chunyu (2023)

Year: 1920

Number of floors: Third floor

Style: Eclectic Architectural

Location: No. 47, Xuanhua Street

It was originally the Harbin College of the Puppet Manchukuo State, and was built in 1952 as Lantian Children's School.

44. Polish Consulate Former Site



Figure 53 Polish Consulate Former Site

Source: Zhang Chunyu (2023)

Year: 1905

Number of floors: Third floor

Style: Eclectic Architectural

Location: No. 281, West Dazhi Street

It was originally the site of the Polish Consulate and a residence of Polish residents. It was once the Heilongjiang Light Industry Department. After many restorations, it is now a commercial operation.

45. Heilongjiang Provincial Eye Hospital



Figure 54 Heilongjiang Provincial Eye Hospital

Source: Zhang Chunyu (2023)

Year: 1927

Number of floors: Third floor

Style: Eclectic Architectural

Location: No. 151, West Dazhi Street

It was originally the residence of the owner of Zhang's Mu Pagoda, and is now the inpatient office of Heilongjiang Provincial Eye Hospital.

46. Building No. 93, Minyi Street



Figure 55 Building No. 93, Minyi Street

Source: Zhang Chunyu (2023)

Year: 1902

Number of floors: Third floor

Style: Eclectic Architectural

Location: No. 93, Minyi Street

Originally unknown. It was once used as a government office in the early days of the Liberation War, and later as a residence for provincial government cadres. It is now a residential building.

47. Residential Building No. 405Fa Yuen Street



Figure 56 Residential Building No. 405 Fa Yuen Street

Source: Zhang Chunyu (2023)

Year: 1928

Number of floors: 2nd floor

Style: Eclectic Architectural

Location: No. 405Fa Yuen Street

Formerly Middle East Railway Multi-User Residence. It is now Kurato 1928 Catering.

48. Revolutionary leaders inspect Heilongjiang Memorial Hall



Figure 57 Revolutionary leaders inspect Heilongjiang Memorial Hall

Source: Zhang Chunyu (2023)

Year: 1919

Number of floors: Third floor

Style: Eclectic Architectural

Location: No. 1 Yiyuan

It was originally a residence built by Polish businessmen. After the founding of the People's Republic of China, the governor of Heilongjiang once lived in it. It is now a memorial hall for the inspection of revolutionary leaders.

49. Harbin Peace Cinema



Figure 58 Heilongjiang Provincial Department of Finance

Source: https://zkres1.myzaker.com/202205/6285eea86227687c5700201f_1024.jpg
(2023)

Year: 1908

Number of floors: 2nd floor

Style: Eclectic Architectural

Location: 318 Gogol Street

Originally known as the Ouliante Cinema, the earliest existing professional cinema in China, it was renamed the Peace Cinema in 1952 and the Peace Art Cinema in 1989.

50. Harbin Grand Hotel (Former site)



Figure 59 Harbin Grand Hotel (Former site)

Source: <https://pics4.baidu.com/feed/b7003af33a87e9508881297b204dd14ffaf2b491.jpg>
e (2023)

Year: 1905

Number of floors: Third floor

Style: Eclectic Architectural

Location: No. 8 Songhua Street

It was originally Harbin Grand Hotel, the first luxury hotel in Harbin. After the founding of the People's Republic of China, it was a railway guest house. It is now the location of Tianzhu Hotel.

51. The first place where the customs office opened



Figure 60 The first place where the customs office opened

Source: Zhang Chunyu (2023)

Year: 1907

Number of floors: Third floor

Style: Eclectic Architectural

Location: No. 130-8, Hongjun Street

It was originally the first place where customs opened its doors, now it is Huixin Mall.

52. Activity Center for Veteran Cadres of the Heilongjiang Provincial Committee of the Communist Party of China



Figure 61 Activity Center for Veteran Cadres of the Heilongjiang Provincial Committee of the Communist Party of China

Source: Zhang Chunyu (2023)

Year: 1914

Number of floors: 2nd floor

Style: Classical style

Location: No. 3 Yiyuan Street

Originally the Skidelski Residence, it was the French Consulate in Harbin in 1915.

Now he is a veteran cadre of the Heilongjiang Provincial Committee of the Communist Party of China.

53. Residence No. 54 Jilin Street



Figure 62 Residence No. 54 Jilin Street

Source: Zhang Chunyu (2023)

Year: 1920

Number of floors: 2nd floor

Style: Classical style

Location: No. 54, Jilin Street

It was originally a high-end residence, and many provincial governors once lived here. It is also called the Governor's Building.

54. Milan Fashion Wedding Photography



Figure 63 Milan Fashion Wedding Photography

Source: Zhang Chunyu (2023)

Year: 1919

Number of floors: Third floor

Style: Classical style

Location: No. 69, Hongjun Street

It was originally the former site of the British Consulate General in Harbin and is now used for fashion wedding photography in Milan.

55. International hotel



Figure 64 International hotel

Source: Zhang Chunyu (2023)

Year: 1937

Number of floors: 5th floor

Style: Eclectic Architectural

Location: No. 4, West Dazhi Street

Originally the New Harbin Hotel, it was renamed the International Hotel in 1978. It has hosted party and state leaders such as Mao Zedong and Zhou Enlai, as well as celebrities from all walks of life at home and abroad.

56. Kindergarten of Heilongjiang Provincial Committee of the Communist Party of China



Figure 65 Kindergarten of Heilongjiang Provincial Committee of the Communist Party of China

Source: Zhang Chunyu (2023)

Year: 1912

Number of floors: 2nd floor

Style: Renaissance architecture

Location: No. 39 Ash River Street

It was originally the former site of the Portuguese Consulate. In 1954, the small building was reused as the No. 1 Kindergarten of the Heilongjiang Provincial Committee and is still in use today.

57. Garden Primary School Library



Figure 66 Garden Primary School Library

Source: Zhang Chunyu (2023)

Year: 1930

Number of floors: 2nd floor

Style: Renaissance architecture

Location: No. 351 Fa Yuen Street

It was originally the German Consulate in Harbin and is now the library of Huayuan Primary School.

58. Kek Lok Si Temple



Figure 67 Kek Lok Si Temple

Source: Zhang Chunyu (2023)

Year: 1924

Number of floors: 1st floor

Style: Chinese tradition

Location: No. 1 Dongdazhi Street

Kek Lok Temple in Harbin is one of the four famous Buddhist temples in the three northeastern provinces. The temple was closed in 1979 and the restored Kek Lok Temple was officially opened in 1983.

59. Harbin Confucian Temple



Figure 68 Harbin Confucian Temple

Source: Zhang Chunyu (2023)

Year: 1929

Number of floors: 1st floor

Style: Chinese tradition

Location: No. 25 Wenmiao Street

It was originally built to commemorate Confucius, the ancient Chinese educator and thinker. In 1952, it was used as the library and expert dormitory of the Military Engineering Institute. In 1988, it became the Heilongjiang Provincial Folk Museum and was opened to the outside world to receive Chinese and foreign tourists.

60. Dazhi Street Tomb Tower



Figure 69 Dazhi Street Tomb Tower

Source: Zhang Chunyu (2023)

Year: 1925

Number of floors: Third floor

Style: Chinese tradition

Location: No. 151 Dongdazhi Street

It was originally a tomb tower built by national capitalist Zhang Tingsheng for his parents. This tomb tower is the only one in Harbin.

61. Huayan Temple



Figure 70 Huayan Temple

Source: Zhang Chunyu (2023)

Year: 1920

Number of floors: 2nd floor

Style: Chinese tradition

Location: No. 63, Beale Street

It was originally built in 1920, continued in 1929, and completed in 1937 as a nuns' temple. It was severely damaged during the "Cultural Revolution" and was taken back by the religious department in the 1980s. It was restored and religious activities resumed in 1996.

62. Heilongjiang Provincial Museum



Figure 71 Heilongjiang Provincial Museum

Source: Zhang Chunyu (2023)

Year: 1906

Number of floors: 2nd floor

Style: Art Nouveau

Location: No. 46, Hongjun Street

The former site of the Russian Mall is one of the early large-scale commercial buildings built in Harbin. The Eastern Province Special Region Cultural Relics Research Association was established in 1923 and officially changed its name to Heilongjiang Provincial Museum in 1954.

63. Heilongjiang Provincial Federation of Social Sciences



Figure 72 Heilongjiang Provincial Federation of Social Sciences

Source: Zhang Chunyu (2023)

Year: 1904

Number of floors: Third floor

Style: Art Nouveau

Location: No. 64, Luen Fat Street

It was originally the official residence of Afanasyev, deputy director of the Eastern Railway Administration, and is now the Union of Social Sciences.

64. Harbin Railway Bureau Kindergarten



Figure 73 Harbin Railway Bureau Kindergarten

Source: Zhang Chunyu (2023)

Year: 1906

Number of floors: Third floor

Style: Art Nouveau

Location: No. 1 Fa Yuen Street

Formerly the residence of the Deputy Director of the Middle East Railway. Used to be the kindergarten of the Ha'aretz Railway. Now it is a museum in Nangang District.

65. Air Force No. 1 Flight Academy Residential Building No. 2



Figure 74 Air Force No. 1 Flight Academy Residential Building No. 2

Source:<https://pics3.baidu.com/feed/42a98226cffc1e17a142b4418dcef40a728de9ac.jpeg> (2023)

Year: 1920

Number of floors: Third floor

Style: Art Nouveau

Location: No. 226, Zhongshan Road

It was originally the residence of senior staff of China Eastern Railway. Now No. 1 Air Force Flight Academy Residence Building 2.

66. Harbin Railway Central Hospital Health Clinic



Figure 75 Harbin Railway Central Hospital Health Clinic

Source: Zhang Chunyu (2023)

Year: 1906

Number of floors: 1st floor

Style: Russian Architecture

Location: No. 5 Fa Yuen Street

Originally for the Middle East Railway staff housing, once for the Harbin Railway Central Hospital garden health clinic, the building is now under maintenance.

67. Harbin Institute of Technology Museum

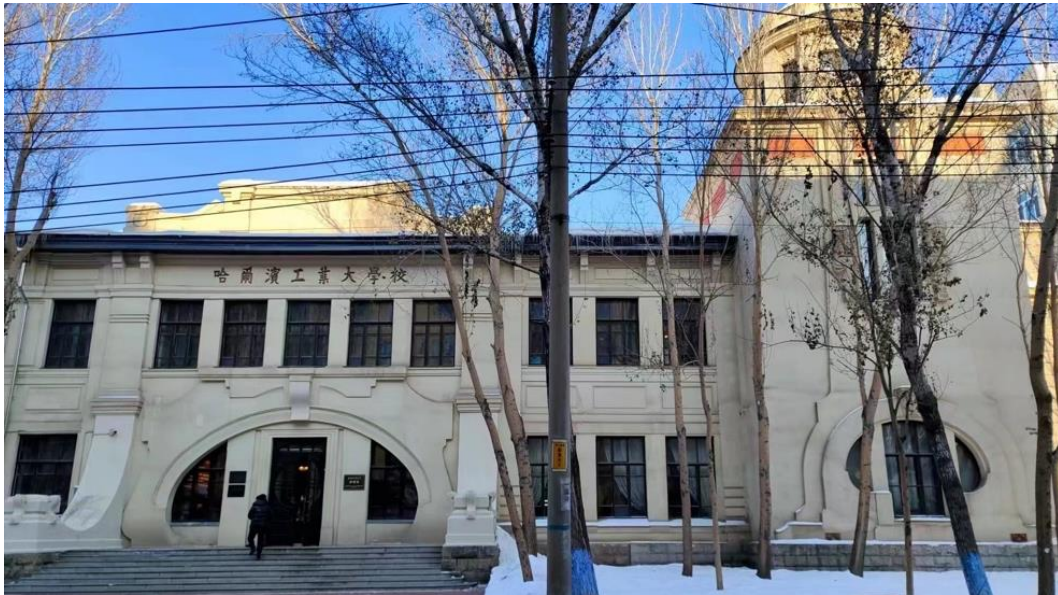


Figure 76 Harbin Institute of Technology Museum

Source: Zhang Chunyu (2023)

Year: 1906

Number of floors: 2nd floor

Style: Art Nouveau

Location: 59 Company Street

It was originally the site of the Russian Consulate General in Harbin. In 1920, the Beijing government announced that it would stop the treatment of Russian ministers and consuls in China, and the Russian Consulate General in Harbin was closed. In October of the same year, Harbin Sino-Russian Industrial College (the predecessor of Harbin Institute of Technology) was opened here.

68. Harbin Mass Art Museum



Figure 77 Harbin Mass Art Museum

Source: Zhang Chunyu (2023)

Year: 1933

Number of floors: 2nd floor

Style: classicism

Location: No. 247 Yiman Street

Formerly Riman Club, now Harbin Mass Art Museum

69. Harbin Railway Engineering Second Engineering Company



Figure 78 Harbin Railway Engineering Second Engineering Company

Source: Zhang Chunyu (2023)

Year: 1940

Number of floors: Third floor

Style: Art Deco

Location: No. 34, West Dazhi Street

It was originally the office of the Japan South-Manchuria Railway Forestry Company. In 1952, the forestry company was renamed "Harbin Railway Bureau Forestry Office". Since then, the building has been used as an office building for the affiliated institutions of the Harbin Railway Bureau and is now the Second Engineering Company of Harbin Railway Engineering.

70. Ashan leather clothing store



Figure 79 Ashan leather clothing store

Source: Zhang Chunyu (2023)

Year: 1906

Number of floors: 2nd floor

Style: Art Nouveau

Location: No. 267, West Dazhi Street

It was originally unknown and was used for commercial and residential purposes. It is now used for commercial and residential purposes.

71. Harbin Telecommunications Bureau



Figure 80 Harbin Telecommunications Bureau

Source: Zhang Chunyu (2023)

Year: 1936

Number of floors: 4th floor

Style: Modern architecture

Location: No. 341 Gogol Street

It was originally the Harbin Central Telegraph Bureau. After liberation, it was the Harbin Post Office. It is now the Harbin Telecommunications Bureau.

72. Former site of Beiman Special District High Court



Figure 81 Former site of Beiman Special District High Court

Source: <https://pics3.baidu.com/feed/1c950a7b02087bf46fc883fa4f5b772011dfcf16.jpeg> (2023)

Year: 1906

Number of floors: 4th floor

Style: Mix and match styles

Locatio: No. 80, Minyi Street

It was originally the High Court of the North Manchuria Special Region and was demolished and renovated in 2005. It is currently the Finance Department of Heilongjiang Province.

73. Catholic church



Figure 82 Catholic church

Source: Zhang Chunyu (2023)

Year: 1907

Number of floors: 4th floor

Style: gothic style

Location: No. 211, Anshan Street

It was built by Polish believers in Dongdazhi Street, Nangang, Harbin. Rebuilt in 2004, it is the largest Catholic church in Heilongjiang.

The following is a summary of our analysis of the table:

Distribution:

Our study covered different areas along the Middle East Railway in Harbin, and through the charts, we clearly show the distribution of Grade I buildings within these areas.

Number of Grade I buildings:

We have labeled the locations of Grade I buildings in the chart and noted their number in different areas. This helps us to understand which areas have more Grade I listed buildings so that we can further study their characteristics.

Interculturalization:

Through the charts, we were able to observe the relationship between the location of Grade I buildings and the phenomenon of interculturalization. Whether there are specific areas where Grade I buildings are more likely to exhibit multiculturalism is an important finding in our study.

Historical Evolution:

We also noted the historical evolution of Grade I buildings. By comparing the distribution of Grade I buildings over time, we can see how architectural culture has developed and changed over time.

Future Research Directions:

This chart not only provides a visual understanding of the architectural form of the Middle East Railroad period in Harbin, but also provides clues for future research. We can further study the Grade I buildings in specific areas and delve into their historical and cultural characteristics.

In summary, by visualizing the data and annotating the location of the first-class buildings, we are able to have a clearer understanding of the architectural form and cultural intermingling of the Middle East Railway period in Harbin, which helps to deepen our understanding of the architectural culture of this period.

3. Expression of monolithic buildings

1. Harbin Railway Station

Location: No. 1 Railway Street, Nangang District, Harbin, now Harbin New Railway Station

Completion: 1903.

Architectural style: Art Nouveau.

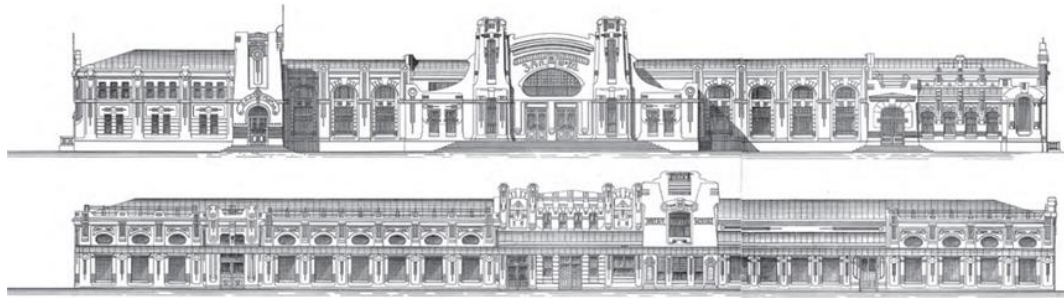


Figure 83 Inside Harbin Station

Source: Middle East Railway Administration. Middle East Railway Architectural Atlas [Z]. Harbin: 1903. (2023)

Early Harbin's architecture, which was once called the symbol of "Moscow of the East", should be pointed out first of all as the gateway to the city - Harbin Railway Station. From the emergence of the railroad until the middle of the 19th century, it was also the period when the train station gradually took shape. At that time, the railroads were mainly for transportation and did not pay much attention to the construction of passenger stations. Most of the new railroads were built with passenger and freight stations or temporary stations, which were later dismantled or rebuilt according to the needs of continuous development. Most of these old railroad stations no longer exist today. Because the sophistication of photographic technology was slightly behind the early construction of railroad stations, there are no actual images of the stations as they were originally constructed. In the late 19th century, the rise of the railroad promoted economic development, which was strongly driven by a capitalist society and resulted in huge profits. Railroad companies began to compete to build magnificent stations. These stations pursued a grandiose architectural style, reflecting

the popular thinking of architecture at that time. At this time, the architects were dominated by classical architectural styles, with Romanesque and Baroque styles competing for attention, reflecting the aesthetic system of the European architects of the time, all of which were guided by the dominant ideology of vintage thinking in the construction of station buildings. But on the other hand, architects from Russia were completely influenced by the Art Nouveau style, which brought a series of station buildings with typical Art Nouveau style, with more fashionable modeling and more practical functional structure, which became one of the important milestones in the history of the development of the world's railway stations. As we can see, the Middle East Railway architecture presents a typical capitalist urban special. Through the centralization and centrality of power, the historical city has been brutally urbanized, and the practice of space is characterized by homogeneity, fragmentation and hierarchy, and the figurative space under the control of spatial representations has been simplified and reduced to "visual space". Under such conditions, the urban rationality of the Middle East Railway can be understood in terms of capitalization, centrality and visualization. The Middle East Railway station buildings reflect the aesthetic tendencies of European architects. In the late 19th and early 20th centuries, the Art Nouveau movement swept across the European continent, especially in France. During this period, a large number of Russian artists went to work and study in the art groups of some Western European countries and brought them back to Russia, and the idea of Art Nouveau spread widely in the hearts of the Russian people. As the most respected architectural style of Russian architects at that time, the Middle East Railway station building will be the Art Nouveau style played to the extreme, and used in the high-grade station building, very gorgeous and beautiful, so as to attract the attention of passengers, to achieve high economic returns. (Mr. Sun, interview, 2022).

On the façade of Harbin Station, the architects used all kinds of means to decorate the windows, doors, walls, parapet walls, door and window panes, railings, rain covers, and even the Russian letters on the building, so that the whole building is full of typical Art Nouveau curves on all parts of the whole body. On both sides of the

entrance, tall piers were erected, and the main entrance was two large doors decorated with curved latticework, and the doors were decorated with circular feet between them; above the doors was a large-scale flat circular window, and the letters of the station's name in curved shapes were carved on the wall. The curvilinear piers cascading down from the tops of the column piers add to the balance and beauty of the entrance treatment. Even the 1926 extension is consistent with the main building, adopting the same style, making it the most representative work of Art Nouveau in modern Harbin architecture.

Harbin train station has undergone several remodeling, finally Harbin new train station in 2015, Harbin station remodeling started. After the transformation, Harbin station will have two station houses in the north and south. on August 31, 2017, the north station house of Harbin station was put into use, and the south station house was put into use in December 2018, the new station house of Harbin station is the European "Art Nouveau" station used in 1903 old Harbin station. The new station building is in the European "Art Nouveau" style used in the old Harbin Station in 1903, and is the first station in mainland China to use this style. The new station house shows European style in various shapes and curves on the exterior and interior to restore the historical appearance of the old Harbin Station. (Mr. zhao, interview, 2022).

Harbin Station, as a landmark of Harbin City, carries a rich architectural culture. It is an important node of the Middle East Railway in China, witnessing the prosperity of the Middle East Railway era and the development of Harbin City. The construction of the station not only brought the convenience of modern transportation, but also promoted the exchange and integration of Chinese and Western cultures. Harbin Station became one of the symbols of the city, representing Harbin's rich history and unique cultural heritage. Through the last renovation, Harbin Railway Station has been modernized and upgraded while retaining its historical architectural features. This makes Harbin Railway Station a transportation hub that meets modern standards and provides passengers with a more convenient and comfortable travel experience.



Figure 84 Harbin New Railway Station

Source: Photographs by the Zhang Chunyu (2023)

2.Middle East Railway Club

Address: No. 84 Xidazhi Street, Nangang District, Harbin, now Harbin Railway Cultural Palace.

Completion: 1911.

Architectural style: Eclectic architectural style.



Figure 85 Harbin Railway Cultural Palace

Source: Photographs by the Zhang Chunyu (2023)

The person in charge of the Harbin Cultural Palace, in a long century, through the Middle East Railway, the pseudo-Manchukuo Railway, the People's Railway, three historical periods, the Palace of Culture has undergone several changes, and experienced a new historical development. The former garden has been transformed into a skating rink, tennis court, basketball court. 1982, on the basis of the original Palace of Culture Theatre, the expansion of more than 6,000 square meters of new theater. This old theater has been converted into a ballroom. The Palace of Culture was initially a place for movies and entertainment, as well as an entertainment gathering

place for high-ranking officials of the Middle East Railway. After liberation, the Palace of Culture became a cultural paradise for railroad workers. Nowadays, the HART Culture Palace is still a cultural and recreational place for the workers of the Harbin Railway Bureau, and it often carries out cultural activities of wide content and good physical and mental health for the workers and their families. For example, it organizes film screenings, videos, poetry recitations, chess tournaments and a variety of parties. There is also an activity room for the elderly and an activity room for young people. It also organizes amateur Beijing opera troupes, drama troupes, children's troupes and professional cultural troupes. (Mr. Zou, interview, 2022).

Harbin Railway Cultural Palace, in June 1896, Tsarist Russia and the Qing Dynasty signed the "Sino-Russian Secret Treaty" to build the Middle East Railway in Heilongjiang and Jilin. 1898 Tsarist Russia decided to set up the initial railroad bureau project in Vladivostok moved to Harbin. 1903 in the streets of the Middle East Railway Administration and the Middle East Railway Club, which is the Palace of Culture of the Harbin Railway. Soon after the start of construction, the Russo-Japanese War broke out, and the Palace of Culture of the Harbin Railway was put into operation in 1911. At that time, the total area of about 3020 square meters. The building is a brick structure, two floors above ground, one floor below ground, with polished block masonry base, one floor, two floors between the girdle, one and two floors of the wall wall panels for the return line division. The building is almost symmetrically concave and horizontally convex, emphasizing variations in light and shadow. The four ionic marauders in the center of the front façade highlight the richness of the mountain walls and flowers. The main entrance to the theater has a projecting pediment, an arch on the daughter wall, and an exterior staircase that is open and expansive and relaxed. The other entrance door on the front façade has Victorian barrel columns, the second floor has four ionic columns, the parapet wall on the exterior façade is made raised, and the line of the mountain wall is connected to the small mountain flower gable. The building is yellow and white, bright and fresh.

3. Residence of the Middle East Railroad Officials on Xidanzhi Street

Location: 12 Xidaxie Street, now Portman's Western Restaurant.

Date of construction: 1903.

Architectural style: Russian architectural style.



Figure 86 Portman's Western Restaurant

Source: Photographs by the Zhang Chunyu (2023)

The person in charge of the Western Restaurant explained that this technique is not rare in the ancient buildings of the Middle East Railroad, which makes it all the more valuable. Due to the lack of archival information, there is no certainty as to when this building was constructed. However, it is speculated that it would have been built in the early twentieth century, reportedly in 1903, and was initially used as a residence for the senior staff of the Middle East Railway. In 1935, when the Middle East Railway was purchased by Japan, the building became the official residence of the first

Japanese director of the Harbin Railway Bureau of the Manchurian Railway, Kenji Hwabara. after the liberation of Harbin in 1945, it was transformed into the kindergarten of the Harbin Railway Bureau, which was later used as a warehouse and was unused for a long period of time. in 2000 it was After the liberation of Harbin in 1945, the building was converted into a kindergarten of the Harbin Railway Bureau and then into a warehouse, and in 2000, it was converted into the Portman Western Restaurant, which became one of the most famous western restaurants in Harbin, patronized by many people, but not many people know the history behind this building. (Mr. Liu, interview, 2023)

This single-storey brick building designed by the architects of the Middle East Railroad Administration was built in 1903 in the typical Russian rustic style. The building area is 979 square meters. The building is characterized by its simplicity, freshness and fine details. The main entrance is located at the end of the building, and the gable treatment breaks the monotony; the daughter wall is thick and heavy, and the local treatment is solid wall surface. The building has obvious horizontal division, forming a stable and dignified effect. In particular, the building adopts the original color of the brick body of the clear water brick wall masonry, relying on the exquisite masonry technology, creating a rhythmic concave-convex and varied appearance. The brick walls are simple and unadorned, but they are vivid and beautiful with their masonry skills. The brickwork under the eaves and the footings of the windows, window sills, and pilasters show the design skill and construction standard of Russian masonry. It is worth mentioning that this old house not only relies on brickwork to add charm, but also cleverly uses red bricks and green bricks in a reasonable color scheme to enhance the sense of architectural art.

CHAPTER 5

CONCLUSION AND DISCUSSION

Discussion

1. Evolutionary Characteristics of Architectural Forms and Architectural Culture of the Harbin Middle East Railway

According to the above on the Harbin Middle East Railway period of the distribution of buildings, as well as the distribution of different architectural and cultural districts, the distribution of important buildings on the impact of urban space and other aspects of combing, can be seen in the modern Harbin architectural style of the evolution of the process is a set of continuity, diversity, double cross and many other features in one, in dynamic change.

1.1 Time evolution characteristics

The modern architectural culture of Harbin accompanied Russia's decision to build the Trans-Siberian Railway to solve the problem of the lack of connection between the Far East and Siberia and Tsarist Russia, which, taking into account a number of factors, was to pass through northeastern China, and Harbin, by virtue of its unique advantages, became an important pivot point. This subsection explains the time evolution mainly from the perspective of architectural style. From a worldwide perspective, the different architectural styles of modern Harbin are in the same lineage as the Western trend, with more or less lagging behind, but the overall level follows the pace of the world, and has continued to be constructed ever since Harbin began to develop. For example, the Art Nouveau movement emerged in Belgium at the end of the 19th century, and Art Nouveau style architecture in Harbin appeared almost synchronized with its time, with strong continuity. Eclectic style and Art Nouveau style introduced into Harbin at a similar time, but the earliest eclectic style in the first half of the 19th century has appeared in Europe and the United States, in Harbin appeared in Europe and the United States and other countries belong to the time of the middle to late, the style of inheritance of the time of the continuity of the weaker.

Modernist architecture originated in Europe in the 1920s and appeared in Harbin in the 1930s, lagging more than 10 years behind the former, with weak continuity. From the point of view of the local spread of time in Harbin, all types of architectural styles are not a flash in the pan, the vast majority of which lasted nearly a decade or decades long. Such as eclectic architecture lasted the longest time, the largest number of buildings, windows, doors, columns and gables and other details of the decorative continuation of European and American characteristics, while there are corresponding changes in the overall view of the style of almost the entire modern period, the strongest style of continuity; Islamic architectural style lasted the shortest period of time, appeared in Harbin in 1905, 1908, almost no new buildings, the continuity of the weaker. The Soviet socialist architectural style began to spread in Harbin in 1945. The rest of the architectural styles have not been interrupted in their inheritance, constantly absorbing new cultural factors and injecting new vitality into the sustainable development of architectural styles.

1.2 Spatial evolution characteristics

From the perspective of the cultural district of Harbin's Middle East Railway period of architectural culture, foreign cultures from the Western cultural district, Indian cultural district, East Asian cultural district spread into Harbin, in terms of the overall distribution of architectural style space, it is obvious to see, Nangang District, the highest density of the railroad style buildings in the vicinity of the Company Street, followed by Central Street and West 14th Street near the density of the building, the building of the period is mainly in the Nangang District and Daoli District construction development. In the period of development of building density in addition to the largest near Garden Street, in Daoli District, Central Avenue and part of the auxiliary street building density is also relatively high, Daowai District and Nangang District, the building density and distribution of the area is significantly higher. In the boom period, the building density in the Central Avenue near the largest, Nangang District building concentrated in the northeast and southwest of the intersection of Dazhi Street and Hongjun Street near the area, Daowai District building concentrated near the western

end of Jingyu Street. The continuity of the spatial distribution of the buildings is continuously shown, from the initial gathering area, the scope is gradually expanded, and the architectural division of each area has obvious continuity. Eventually, a group-type, multi-center building distribution pattern was formed with the block between Central Avenue and Shangzhi Avenue in Daoli as the most concentrated area, Hongjun Street in Nangang and Jingyu Street in Daowai as the more concentrated areas, and Xiangfang as the second most important distribution area. In terms of the spatial distribution of a single architectural style also has continuity, such as the Chinese Baroque architectural style in four periods of relatively fixed distribution area for the Daowai District, this is due to a specific social background of the East-meets-West architectural type of the local culture is more likely to maintain a strong sense of continuity in the region, the creation of the commercial and residential courtyard space is unique, reflecting the past of the old people's life in Daowai scene; new Art Nouveau style buildings existed in the four main districts of Harbin in all periods, and from the point of view of the number and importance of the buildings, they were mainly concentrated in Nangang District, due to the fact that Nangang District was constructed earlier and gradually developed into an administrative-oriented central district, where most of the buildings related to the railroad system were built in the high-level nouveau style with a certain degree of continuity.

1.3 Characteristics of cultural evolution

The culture of each nation, region and city is unique, originating from the creation of the local soil and water and contributing to the multiculturalism of mankind. The continuation of one's own culture means the preservation of individuality and even the inheritance of spirit. Architecture is the material expression of culture, and culture promotes the formation and development of architecture. Harbin architectural culture was created in a unique historical background, with strong individual characteristics and continuity.

The architectural culture of Harbin is divided into Chinese native architectural culture and foreign architectural culture according to its origin. For the

traditional Chinese architectural culture, although Harbin is located in the north of China, and China's traditional cultural center is far away, in the cultural fringe, but the traditional culture of the architectural style has never broken, whether it is the end of the 19th century in Harbin's villages and towns have already existed, or a large number of breaking into the influx of immigrants from the East to bring the pure traditional culture, as well as to the national government to gradually take back the sovereignty in order to strengthen the local culture in the city of the weight. The weight of the national government gradually recovered sovereignty, in order to strengthen the local culture in the city, successively built in Nangang Huayan Temple, Jiluo Temple, Temple of Literature, etc., there is a revival of national culture, and at the same time, Daowai will be the combination of traditional culture and Western culture to form the Chinese Baroque architectural complex, etc., are very good proof of the traditional culture in Harbin through the different architectural forms of expression, was well inherited and developed. For foreign architectural culture, including the immigrant architectural culture, western classic architectural culture, new wave architectural culture 3 parts, each part of the culture can be continued in different ways, such as the immigrant culture mainly rely on the number of immigrants to support, so that the development of their own culture, which the Jewish immigrants in the beginning of the 20th century fled to Harbin, Harbin in 1903, set up the " Jewish Diaspora Association" in 1903, the Jewish Center Synagogue was established in 1907, the Jewish New Synagogue and Majiagou Prayer Hall was established in 1918, due to the number of Jewish immigrants in the 20s of the 20th century reached its peak, in addition to religious buildings, but also for the construction of different types of buildings such as commercial, schools, charitable, residential, and ultimately the formation of the Jewish community, reached the peak of the cultural peak, and then slowly faded cultural trends with the number of people. Later, as the number of people decreased, the cultural trend slowly faded. And then the classic Western culture is mainly eclectic this mainstream architectural style as a continuation, mixed with other non-mainstream styles, in 1898 by the Russian engineers and technicians due to the construction of railroads and Harbin began a comprehensive

planning and construction, the spread of the cultural impact of far-reaching, such as public service buildings such as the Middle East Railway Administration, the consulates of various countries, etc., transportation buildings such as the Harbin Railway Station, Songhua River Railway Station, etc., these buildings contain a variety of buildings, such as the Harbin railway station, the Songhua River Railway Station, etc., these buildings contain a variety of buildings. These buildings contain eclecticism, neoclassicism, baroque architecture and other Western classics. Finally, for the new wave of architectural culture, through the successive emergence of three styles can be continued, that is, after all the decorative style and modernist style debut in Harbin, and the first spread into the Harbin Art Nouveau style constitutes a continuous trajectory of the development of modern architectural culture.

Harbin's architectural culture can be divided into commercial culture, industrial culture, religious culture and so on according to its function. The continuity of commercial culture, for example, with the opening of Harbin, a large number of capitalist businessmen stationed in Harbin, after the capitalist countries in order to protect the commercial benefits of their own businessmen, one after another set up a large number of chambers of commerce, such as the Russian Chamber of Commerce, the U.S. Chamber of Commerce, the Japanese Chamber of Commerce and Industry, etc., for the national industry and commerce was also set up in Harbin Chamber of Commerce, the Chamber of Commerce, and so on to ensure that the smooth Harbin commercial culture. Spreading. A large number of foreign immigrants introduced foreign consumer culture and fashion culture into the city, and many new places such as western restaurants, eateries, shopping stores and so on came into being. Meanwhile, western music, paintings and other spiritual cultures were injected into the city, influencing the city's state of life.

2.Characteristics of Architectural and Cultural Integration in the Middle East Railway Period in Harbin

2.1 Characteristics of the architectural culture under the influence of the railroad

Before 1898, the Russians started the construction of the Harbin railroad station area. Along with the construction of the Middle East Railway, a large number of Russian businessmen came to Harbin, and they showed a high desire and enthusiasm for development. In fact, the primary problem of Harbin's early urban construction was the transportation and storage of construction materials, and the river transportation of the Songhua River could provide convenient transportation, while on-site storage was the most convenient choice. Therefore, the early city construction was mainly along the Songhua River and vigorously built wharves and warehouses. On the other hand, the Russians realized that the living area in the old Harbin district was unreasonable based on considerations of human environment and convenient transportation, so they re-designed a more reasonable area as the core of the future construction and development of the city. At the same time, civil engineering work began on a branch line of the Middle East Railroad. Settlements and clusters were formed in other areas of Harbin, as well as in villages and towns. At the same time, different supporting buildings were constructed. Harbin city construction and the construction of the Middle East Railway at the same time, with the completion of the railroad is approaching, Harbin city construction is also beginning to take shape. During the period of the Middle East Railway, the settlement pattern of Harbin changed - the city was able to appear, and the evolution of the region during this period was also reflected in the demographic changes, with a large number of non-agricultural people gathering here. Spatially, the railroad operation and management space was formed with the railroad station as the starting point, extending to the east and west, and mixed with other functional spaces.

During the period of the Middle East Railways, the transportation of materials had a profound impact on the evolution of local architectural culture. The construction and operation of the railroads brought new modes of material transportation and technology, which had a direct impact on building forms, building materials and building technology. The traditional mode of transportation is limited by geographical conditions and means of transportation, and the structure and scale of buildings are subject to certain restrictions. The construction and operation of railroads has made it

possible to transport large quantities of materials to their destinations quickly and on a large scale. This provided architects with more freedom in design and construction, allowing for more diverse and spectacular building forms. Railroad-era buildings were often larger in scale, more complex in structure, and richer in ornamentation, demonstrating the technological and architectural prowess of the time. The ease of rail transportation, which allowed building materials to be transported to the construction site from a distance, widened the range of options available to architects. They needed to apply new building technologies and construction methods to meet the needs of architects and engineers who, during the Middle East Railway period, had to consider not only the aesthetics and functionality of buildings, but also to ensure that they were structurally sound and safe, and were more durable, robust and adapted to local climatic conditions. The construction and operation of railroads led to easier transportation and more frequent movement and exchange of people. This has facilitated the mutual influence and integration of different regions and cultures. Architecture, as a carrier of culture, carries the lifestyles, values and aesthetic concepts of local people. Improved transportation of materials allowed the integration of architectural elements and styles from different cultures in the architecture of the Middle East Railway period, forming a unique and diverse architectural and cultural landscape.

In summary, material transportation had a significant impact on the evolution of architectural culture during the Middle East Railway period. By changing building forms, materials and technologies, and by promoting cultural exchange and integration, material transportation contributed to the development and evolution of architectural culture in the Middle East Railway period. Further research and exploration of the mechanisms and characteristics of this influence is important for understanding the historical evolution and value significance of the architectural culture of the Middle East Railway period.

2.2 Characteristics of war-induced cultural integration in architecture

After the Russo-Japanese War, the defeated Russia had to redistribute the sphere of influence of Manchuria with Japan, Britain and the United States and other

Western powers, Harbin, the southern region of the station south of Kuan Chengzi station was occupied by Japan, and Britain and the United States of America and other countries continue to penetrate the Middle East Railway towns along the line. Although Harbin was still under Russian control, the war changed the city's construction and development, and from 1907 onwards, more and more western countries set up consulates in Harbin, and buildings in different styles such as German, Japanese, Spanish, American and French appeared one after another in the new city. War, as a destructive force, often has a profound impact on architectural culture. In times of war, architectural culture often undergoes a process of integration and remodeling to adapt to the new context of war and social needs.

First, war-induced cultural integration in architecture is often accompanied by material shortages and resource constraints. Damage and losses in war lead to the destruction of buildings and infrastructure, and the availability of building materials and resources is restricted. In such cases, architectural cultural integration often requires reliance on limited resources for reconstruction and restoration. Architects and designers need to make the best use of available materials and technologies and seek innovative solutions to accommodate the scarcity of resources. This may lead to the emergence of new architectural forms and technological applications, as well as improvements and adaptations to traditional ways of building.

Secondly, war-induced cultural integration in architecture usually involves cultural exchange and fusion. The movement and migration of people in times of war lead to encounters and crossings between different regions and cultures. In this process, architectural elements and styles from different cultures may collide and intermingle. Architects and designers may draw on the architectural features of other regions and incorporate them into the reconstruction and restoration process, resulting in unique architectural styles and cultural landscapes. This cultural integration is not only about the integration of architectural forms, but also about understanding and respecting different cultural backgrounds, values and aesthetic concepts. War-induced architectural cultural integration is often accompanied by social and political change.

Behind wars there is often a shift in power and a reorganization of political structures. This may lead to a redefinition and reshaping of architectural culture. The new political entity may advocate specific architectural styles and symbols to strengthen its authority and identity. At the same time, wars may also change urban planning and architectural layouts to accommodate new strategic needs and population movements. The role of political and social factors in the process of architectural and cultural integration cannot be ignored, and they shaped the architectural style and cultural identity of the wartime period to a certain extent.

In summary, war-induced architectural and cultural integration is a complex process that involves scarcity of resources, cultural exchange and integration, and social and political change. In the context of war, architects and designers need to face the challenge of creatively responding to material shortages and social needs. By integrating different cultural elements, utilizing limited resources, and interacting with social and political factors, they shaped architectural cultures with unique characteristics. An in-depth study of the process and characteristics of war-induced integration of architectural culture can help to understand the complex relationship between architecture and war, culture and society, as well as the role and significance of architectural culture in historical change.

2.3 Characteristics of Cultural Integration in Architecture under Economic Development

During this period, Russia increased its investment in municipalities and new districts, actively catering to the transformation of urban functions and matching the pace of economic development, while at the same time, other Western and local private capitals competed to inject themselves into the city, leading to a fundamental change in the pace and form of urban expansion. The rapid development of urban economy inevitably triggers the phenomenon of population agglomeration. At the same time, the increasing population size puts forward more demands for living space and related facilities, and the urban space will inevitably provide more land for them. In addition, the high concentration of urban population makes the number and layout of living, housing

and public services more complicated, which improves the urban function and promotes the rational evolution of urban spatial structure. In short, the population siphoning effect brought about by economic development has a profound impact on urban architecture.

Economic development, as a powerful driving force, has had a broad and far-reaching impact on architectural culture. In the context of economic development, architectural culture often undergoes a process of integration and transformation to adapt to new economic needs and social changes. This paragraph will explore the process and characteristics of the integration of architectural culture in the context of economic development in order to deepen the understanding of the subject.

Architectural and cultural integration under economic development is usually accompanied by urbanization and urban renewal. With the booming economy and the rapid growth of urban population, the urban landscape has changed dramatically. Old architectural structures and styles may need to be renewed and remodeled to meet new economic needs and urban planning. This integration process involves the preservation and utilization of architectural heritage while meeting the needs of economic development. Architects and designers need to balance the preservation of traditional culture with the requirements of modernization, and through renovation and updating, integrate historical heritage with modern architecture to create an architectural landscape that meets contemporary needs. The integration of architectural culture under economic development is often accompanied by internationalization and cross-cultural influences. Globalized economic ties and cultural exchanges have prompted mutual influence and integration between different regions and cultures. In this process, architectural culture often integrates elements and styles from different cultures to form diversified architecture. This cross-cultural integration provides a broader development direction for architecture and promotes the innovation and development of architectural culture. The integration of architectural culture under economic development often involves the application of sustainable concepts and technologies, promoting transformation and innovation in the construction industry. The

integration of architectural culture under economic development also involves the importance of social participation and community building. Architecture is not only a construction of material space, but also a carrier of society and culture. In the context of economic development, the integration of architectural culture needs to consider social participation and community needs. In summary, the process and characteristics of architectural cultural integration under economic development reflect the importance of urbanization and city renewal, internationalization and cross-cultural influences, the concept of sustainable development and social participation. This process involves not only the transformation of architectural forms and styles, but also the interaction of social, cultural and environmental aspects. An in-depth study of the integration of architectural culture in the context of economic development will help us to better understand the relationship between architecture and economy, culture and society, as well as the role and impact of architectural culture in economic development.

2.4 Characteristics of Architectural Cultural Integration in a Shifting Political Landscape

As Russia was busy with the war and the transfer of capital from the Russian economy, some local Chinese national industrialists and businessmen began to accept the enterprises transferred by the Russian merchants, which provided an opportunity for the development of industry and commerce. In the face of this situation, the Middle East Railway Administration auctioned and leased out lands attached to the railroads in large quantities, relying on these revenues to sustain colonial rule.

As the Tsarist rulers in the actual construction of the city's various parts of different focus, coupled with the nature of the colonial rule of the decision, the focus on the construction of the district and the investment is not the same, almost at the same time the beginning of the construction of the new city of the more public buildings, the quality of the housing is also relatively high, the streets, all kinds of supporting facilities are also more complete. The new towns were built at the same time, with more public buildings, higher quality housing, and better streets and facilities. The ones under the jurisdiction of the Chinese government were built at a lower level and developed more

slowly. In spite of this, the city pattern of Harbin has been initially laid down so that Harbin is gradually becoming a comprehensive emerging city.

The transformation of the political landscape has had a profound impact on architectural culture, ranging from changes in the political system to the reshaping of social values, all of which have had a significant impact on the integration and development of architectural culture. The integration of architectural culture under the transformation of the political landscape is often accompanied by policy adjustments and regulations. As the political system changes, the government's management and regulation of the construction industry will also change. New policies and regulations may adjust and standardize architectural design, building materials, and the built environment to meet new political demands and social needs. Architectural and cultural integration under shifting political landscapes often involves the preservation and reuse of historical heritage. Shifts in the political landscape may have a significant impact on the conservation and utilization of historic built heritage. Some buildings of historical value and cultural significance may face the problem of balancing conservation and development. The integration of architectural culture under the transformation of the political landscape also involves the reshaping of social consciousness and cultural identity. The transformation of the political landscape is often accompanied by the reshaping of social values and the adjustment of cultural identity. Architectural culture, as a manifestation of social culture, will also be affected by this. The integration of architectural culture under the transformation of political landscape often involves the reshaping of national image and city image. The transformation of the political landscape is often accompanied by the repositioning and enhancement of the national image and city image. By planning and constructing representative architecture, cultural confidence and development achievements, while attracting investment and promoting tourism. There is a need to create architectural styles and spatial forms that reflect national and city images in accordance with the new political landscape and urban development goals.

The process and characteristics of architectural and cultural integration under the transformation of the political landscape cover such aspects as policy adjustment and regulation-making, the preservation and reuse of historical heritage, the reshaping of social consciousness and cultural identity, and the rebranding of the national image and the image of the city. This process is influenced by both political demands and social changes, as well as the creations and decisions of architects and designers. An in-depth study of the integration of architectural culture under the transformation of the political landscape helps us to better understand the interaction between architecture and politics, society and culture, as well as the role and influence of architectural culture in the transformation of the political landscape.

3.Plurality of architectural forms and features of cultural integration and diversity of cultural transmission

3.1 Artistic features of architectural forms and architectural culture

The generation of architectural culture in the Middle East railroad period has distinctive artistic characteristics, which are mainly manifested in two aspects: pluralistic innovation and inclusiveness. The architectural inclusiveness of the Middle East Railway period is also expressed through the plurality of architecture, which is mainly reflected in the plurality of cultural types, plurality of categories, plurality of construction standards, plurality of styles and artistic standards. The most important element is still the plurality of styles and cultural types. Innovation in terms of diversity is mainly realized in style innovation, architectural form innovation and spatial innovation in three aspects, these diversified performance also reveals its unique style and artistic characteristics of the times. The Middle East Railway architectural culture embraces a variety of cultural types, and diversity has become a prominent feature of the Middle East Railway architectural culture. Harbin's urban construction and landmarks have a distinctive feature, like telling me that this place not only has the history of the spread of Western culture, but also a modern, international city. The inclusiveness of the Middle East Railway architectural culture is manifested in many aspects, and the most centralized manifestation is the diversified style form. The architectural culture of the

Middle East Railway was not formed spontaneously, but is the result of human initiative and dissemination. Because culture is an "open system of rules" in which different types of culture freely interact, exchange and spread, cultural diffusion promotes the generation and development of multiculturalism. The pluralism of the Middle East Railway architectural culture comes from the many cultural disciplines that participated in the dissemination, which spread and interacted in the special environment of the railroad dependencies, and ultimately resulted in the phenomenon of cultural intermingling. One of the most unique architectural styles is the Russian-Chinese synthetic architectural style, which appeared in a specific historical period and a specific region, and can be called the Middle East Railroad Dependencies "dialect" style. Among the many styles, the main general categories are immigrant culture and foreign traditions, industrial civilization and the fashion of the times, local culture and regional technology.

(1) Migrant Cultures and Ethnic Traditions: Inclusive Manifestations of Migrant Diversity Across Cultural Zones

The movement contributed to the flow and spread of cultures among ethnic groups, and each ethnic group brought their traditional architectural cultures and classic architectural styles to the Middle East Railway dependency where they were spread, thus launching a display practice on this special piece of land. In Harbin, at one time, there were expatriates from 33 countries living here, and the richness and scale of the ethnic composition was the second largest in East Asia after Shanghai. These types of architectural cultures include: Russian Slavic architectural culture, Japanese architectural culture, European classical architectural culture, Islamic architectural culture, British architectural culture, Germanic architectural culture, Korean architectural culture, Mongolian architectural culture and so on. The Russian nation is a nation that loves nature and decorative arts, and the Russian architectural style contains the special cultural interests of this section. Russian style, the most important is the typical Russian Orthodox style of architecture style of the new generation of revival, to the church building as the main representative. This style of architecture in the Middle East Railway

dependencies had a glorious time, including Harbin St. Nicholas Cathedral and St. Sophia Cathedral, etc. Harbin's St. Nicholas Cathedral is a masterpiece of large wooden churches, but also a magnificent, gorgeous works of art. The linguistic composition of the Orthodox masonry architectural style is very characteristic, especially the combination of exquisite and complex brickwork masonry skills and onion-head dome necks, which makes the building beautiful and romantic.

Harbin Middle East Railway Annex has brought together a large number of foreign national styles, in addition to the Russian national style of architecture, a larger number of Japanese traditional architectural style, Japanese modern architectural style, Jewish architectural style, Islamic architectural style, etc., and even a small number of British architectural style, German architectural style, American architectural style, Italian architectural style, Mediterranean architectural style. Some of the latter styles are presented as independent style styles, while others are expressed in an eclectic or mixed way, with a limited number of styles just scattered in the urban environment of Harbin in a piecemeal manner. A much more substantial number of styles are eclectic. It is an almost universal style type in the Middle East Railroad Annex in Harbin. In fact, eclecticism is seen not only as a style, but to a greater extent as a means and attitude of creation. In addition to the historical development of Russia's architectural history, which is characterized by the synthesis of a variety of styles, it is also necessary to see that Russia, in the sensitive period of "borrowing land for the construction of roads", needed to use an indeterminate number of architectural styles in order to render a cosmopolitan and free-neutral attitude. The eclectic range of styles in the Middle East Railway Annex in Harbin is very diverse, and Russian architects tended to opt for a freer approach and a more open attitude in the formal mix of styles. Judging carefully from the architectural images, many of the buildings may not be limited to the mixing of two styles, but even appear to be a collage of national symbols. There are also buildings whose sense of form does not seem to have a clear stylistic origin, but gives a distinctly eclectic impression. Perhaps this is where the main mystery of eclecticism lies, enjoying artistic freedom without being bound by any kind of inherent stylistic rules.

(2) Industrial Civilization and the Age

Harbin Middle East Railway architecture and culture of another type of style, this type of style is mainly from some emerging architectural styles, mainly modern industrial architectural style, Deco, Art Nouveau style and Japanese early modernist architectural style.

The first architectural style is the Early Works style of architecture:

After the new technologies and materials brought about by the Industrial Revolution completely subverted the spatial scale and architectural quality in the traditional sense, industrial buildings became a huge number of building types. The large industrial buildings in the Middle East Railway Annex in Harbin are generally characterized by the form of early industrial buildings. Often, the rational logic of modern industrial technology and the romance of traditional Russian national culture are found in one building at the same time. This is a rich and beautiful cultural phenomenon of the recent industrial civilization in the process of transition to modernity. There are many such buildings, such as water supply towers, large architectural bridges, large garages and other types of warehouses. The style has also spread to other public service building types.

The second architectural style is the romantic Art Nouveau style:

Art Nouveau is one of the main sources of style for the Middle East Railroad, a new architectural style with modern aesthetic concepts that is completely different from all classical and traditional styles. The Art Nouveau style emerged from a new wave of artistic thinking known as the Art Nouveau movement. Art Nouveau emerged from an artistic movement called "Art Nouveau", which was the broadest design movement except for Modernism. The Art Nouveau style quickly spread throughout Europe and also to Russia. There are a large number of Art Nouveau works in the architecture of the Middle East Railroad in Harbin. The cities along the railroad had a large number of large public buildings, such as the Middle East Railroad Administration Building, Harbin Railway Station, the Middle East Railroad Administration Hotel, and the Moscow Mall. This is different from Europe, where Art Nouveau works are

more often found on smaller buildings. Smaller buildings are indeed easier to portray through Art Nouveau, and there are plenty of examples of buildings of this design in the Harbin Middle East Railway Building Annex. The Art Nouveau buildings within the Harbin Middle East Railway Architectural Annex have a rich variety of image types and expressions, and a wide range of building materials were chosen: the Railway Bureau building uses brick with stone, the Harbin Business School uses red brick, the Harbin Railway Station uses red brick with cement plastering, and the small residences on Lianfa Street are decorated with a great deal of solid wood. The daughter walls and sun hinges of all large public buildings are decorated with graceful cast-iron curves, and the practice of cement plastering greatly enhances the expressive power of the free curved forms of the buildings.

The third is the modernist and early modernist architectural styles:

Modernism was the last architectural style to emerge in the Middle East Railway Annex, a style that emphasized the direct correlation between function and form, advocated the use of industrially reproducible, mechanical, purely geometric forms for architectural design, and shaped architecture into an extremely simple, abstract form, emphasizing the close connection between the materials and techniques of architecture and the needs of the times and society. Modernist architecture appeared in the West in the early 1920s, expanding its influence through various exchanges and demonstrations in the international architectural community, and eventually entering China through colonial culture. The modernist style began to become the dominant style of new architecture. Since the first 30 years of the 20th century was an era of frequent renewal and transformation of cultural and artistic styles, the process of modernist architecture entering the Middle East Railway Dependencies in Harbin was not a sudden change, but was inextricably linked to the earlier industrial architectural style, Art Nouveau and Art Deco styles. The later modernist style of architecture shows the characteristics of simplicity.

The fourth Art Deco style was also an important architectural style of the time:

The Art Deco movement was a new genre that emerged in the European art world after Art Nouveau, and can be seen as a transitional genre in the evolution of Art Nouveau to Modernism. It takes its name from an exhibition of the same name held in Paris, France, which demonstrated the new direction and achievements of Art Deco in the wake of Art Nouveau. Although Art Deco, like Art Nouveau, opposed the classical and traditional paradigms and advocated a new freedom of creativity, it abandoned the tendency of Art Nouveau to pursue sensual romantic curves and oriental cultural motifs in favor of a mechanical aesthetic with industrial overtones, i.e., a certain kind of regimented, geometric decorative line or decorative motif, which provided the necessary preparation and paving ground for the appearance of the simpler and purer geometric aesthetics of Modernism. This was the necessary preparation and preparation for the full debut of the more simple and pure geometric aesthetics of Modernism.

Typical architectural forms and languages of the Art Deco style include radial sunlight forms, skyscraper lines, geometric shapes symbolizing machinery and technology, ancient Egyptian and Mesoamerican decorative motifs, and bright contrasting colors. In Harbin, because Art Nouveau style lasted longer, Art Deco style came into the railroad dependencies significantly later, until the mid-1930s when some more typical works appeared. Deco style buildings have simple overall outline and window wall form, in the external decoration of the use of a large number of vertical protruding wall line decoration, while in the upper and lower floors of the window wall town has a Central American flavor of the decorative case panels. The use of light beige color is also one of the typical characteristics of the Deco style. The result is a simple, fluid and elegant impression.

(3) Local Culture and Regional Technology

Designed after the style of traditional Chinese architecture is a special architectural phenomenon in the Middle East Railway Annex in Harbin. In fact, after the opening of the railroad, with the development and expansion of the railroad city, some of China's native religion also with the influx of immigrants in the Guannai

spread to the northeast, coupled with the original historical towns in the existing temple architecture demonstration, so that all over the world also built a batch of new altar temples and monasteries. However, on the whole, these belong to the Chinese people's spontaneous cultural inheritance activities, and the Russians do not have a cultural cross section. The imitation of traditional Chinese architectural practices in the architectural culture of the Harbin Middle East Railway refers to construction activities that have the significance of cross-cultural communication and exchange. Specifically, Russian architects chose the style of classical Chinese architecture to complete the design and implementation of building projects in the Annex. Although the number of such buildings is small, the timing and significance of the emergence of this type is very special and significant, because it records the way in which the forces of both sides in the process of intercultural communication are weighted and interacted with each other. The form of imitation Chinese vernacular dwellings is another typical style. The types of architectural styles of Chinese vernacular dwellings are very rich. Although the architectural styles of Benshi dwellings do not differ greatly, the specific styles and techniques are also different. Especially because of the large number of ethnic minorities in these areas, different ethnic groups have their own corresponding architectural styles and construction habits.

The Middle East Railroad building is modeled after, in addition to the roof form of the building, but also once directly borrowed from the traditional construction methods of the Northeast countryside to build a number of special building types, which were not part of the Middle East Railroad's architectural style, but because of the direct borrowing of the actual operation process has taken place, and the Middle East Railroad Engineering Bureau of the Technical Department of the construction of these buildings into the construction of the collection of atlases, and therefore the world has become an important part of the Middle East Railroad building types. Railroad building type. These buildings were borrowed for a short period of time on the principle of practicality and have a relatively short service life, but they are truly local buildings in

terms of building materials, construction techniques, and architectural styles, and they have a simple, rustic architectural flavor.

3.2 Constitutive features of architectural forms and architectural culture

(1) The process of integrating foreign and local cultures:

The essence of the process of developing the architectural culture of the Harbin Middle East Railway is mainly the fundamental attributes of this culture. Foreign cultural elements into the local culture, so that it and the local culture of mutual integration, mingling and the formation of new forms of cultural expression. In the Harbin Middle East Railway architectural culture, foreign culture is manifested in the intersection and fusion of different cultural traditions, styles and technologies. Through contact and communication with people from Central Asia, Europe and all over China, Harbin Middle East Railway architecture absorbed elements of foreign culture and integrated with local culture. This integration process not only reflects the influence of foreign culture, but also retains the characteristics of local culture, forming a unique and rich architectural culture. Foreign culture connotation is of great significance in the architecture of Harbin Middle East Railway. It not only enriches the form and style of architecture, but also promotes cultural exchange and integration. Through the integration of foreign culture, the Harbin Middle East Railway architecture shows the characteristics of pluralism, openness and tolerance, reflecting the mutual influence and common development between different cultures. This integration process makes the Harbin Middle East Railway architecture has a unique cultural value, become an important object of cultural heritage protection and research. Therefore, the integration of foreign cultures is an important aspect in the study of Harbin Middle East Railway architecture and culture, so that we can better understand the formation and development of architectural culture, reveal the characteristics of cultural exchanges, fusion and innovation therein, and contribute to the protection, inheritance and promotion of architectural culture.

The formation of the architectural culture of the Middle East Railway in Harbin is a classic example of the replacement of native cultural factors by foreign ones. The establishment of an independent environment in the Middle East Railway

dependencies was the institutional guarantee and social environment basis for the spread of foreign culture in a comprehensive manner. The Middle East Railroad Dependencies were ostensibly a form of lease. However, the Russians inwardly wanted to turn the borrowed land into their own property. In this case, the railroad annexes became Russian colonies in essence. The architectural culture of the annexes of the Harbin-Middle East Railway bears witnesses first of all to the achievements of Russian civilization at that time. The builders of the railroad came all the way from the European continent, laid out the borrowed land, formulated a specific management system and development plan, and step by step attracted more and more of their own compatriots to settle here, step by step transforming the originally barren land into a beautiful city and a prosperous community. In the Middle East. The emergence of immigrant architectural culture in the railroad dependencies completely replaced the original native architectural culture, making the vast areas along the railroad line enveloped in a special environment dominated by foreign culture.

Along with the traditional Russian architectural culture, European architectural culture has been introduced into the Middle East Railroad dependencies. Some special types of Middle East Railway buildings were borrowed from European classical, gothic and other styles, while Russian architecture itself reflected the influence of European cultural factors that it had been subjected to. This style of architecture, which originated in Europe and France and was called Art Nouveau, dominated the architectural image of the most important administrative buildings and the highest railway stations. The Harbin Railway Station was designed and built in the Art Nouveau style, which at that time was a model of Art Nouveau architecture.

Stylistic integration with local architecture is a way to create a friendly built environment and urban atmosphere. It was a diplomatic gesture. Being far away from the cultural environment of Russia itself, the architects were given more freedom to create than they would have been able to do in Russia. Because of the nature of nation building, the architects were faced with the task of spreading and displaying Russian culture while balancing the pressures of political disputes and concealing aggressive

intentions. A new form utilizing traditional Russian styles and classical Chinese styles. From a distance, the building's roof profile looks oriental because of the ridges and decorative elements such as dragons, kisses, and seated animals. More strikingly, the Russian national architectural style is presented in a very skillful way with a low-profile concession on the surface, but in reality with a firm and strong attitude. The strategy of national construction seems to have been successful, because the high-profile presentation of the Chinese native style a roof, the outer bridge decoration are hats and ornaments. They can be removed at any time. The fact that it is a Russian system has been built into the earth with masonry.

(2) The process of cultural diffusion and integration:

The dissemination and transformation of architectural culture has left a rich legacy of modern transformation in the railroad dependencies and the entire northeastern region of China, which is visually reflected in the substance of architectural style and space. For any Chinese civilian who first entered the railroad dependency, the first thing that struck their eyes and minds was the speed of train transportation and the lifestyle of Russian expatriates that could be seen everywhere. This was something new and extremely unfamiliar to China, which was a closed country, full of modern industrial technology and rich in foreign culture and traditional Russian culture. The former included trains, railroad stations, railroad factories, large warehouses and locomotive depots, tall smoke and water towers, and imposing railroad bridges; the latter included Russian expatriates, Orthodox churches, traditional Russian architecture, religious activities, and the art forms of the Western high society. After the initial formation of the basic amenities, the population of the railroad dependencies increased dramatically, and more and newer types of public facilities and buildings appeared one after another. Banks, foreign banks, clubs, libraries, schools, hospitals, department stores, consulates, negotiating bureaus, exchanges, post offices, telephone buildings, gymnasiums, telecolors, racetracks, restaurants, hotels, sanatoriums, and a wide range of architectural typologies that provided services to ordinary urban citizens. In terms of typology, the results of this cultural fusion of modern architecture include two parts: the

visible heritage of cultural fusion, including: buildings, urban neighborhoods, architectural styles, spatial types, architectural technologies, etc.; and the second refers to the heritage of cultural fusion that is invisible but plays a key role in the process, including: architectural and cultural concepts, systemic rules, ethical norms, mechanisms of development, and historical episodes. Another feature of cultural integration is the geopolitical character of the integration, which is reflected in a neutral style that is both Russian and Chinese. Art Nouveau style was adopted for the important classes of buildings in order to create a modern and open cultural atmosphere in the railroad dependencies.

3.3. Theoretical characterization of architectural forms and architectural culture

From the earliest railroad stations, not only were the buildings classified, but the customers were also differentiated into Chinese and Chinese customers. In addition, the public buildings served mostly railroad employees and the aristocracy among the Russian immigrants. On the other hand, purely functional buildings such as railroad facilities, factories, and barracks took relatively simple forms and were cheaper to build. These differences led to the Middle East railroad architectural culture fashion, luxury and simplicity, cheap quality difference. It is such a spiritual trait full of contradictions and complexity that ultimately shapes a unique architectural culture and becomes an important clue to the evolution and theoretical characteristics of the Middle East Railway's architectural culture development. Part of the reason for these hierarchical orders of social and built environments came from the composition of the expatriate immigrants. Most of the Russian immigrants in the Middle East Railroad dependencies were prominent aristocrats, wealthy merchants, artists, and intellectuals. The gathering of so many celebrities in Harbin made the city instantly famous. They brought with them the full range of mainstream life styles and cultural tastes, as well as a high level of artistic excellence and technology, which had a great cross-cultural effect.

The architectural culture of the Middle East Railroad provided an opportunity to showcase all cultures, including the architectural cultures of the world's

peoples and eras. Traditional and new architectural styles appeared at this stage in history, and architectural styles of different nationalities crossed geographical boundaries to form a competitive display in the cities of the railroad dependencies. Although the architectural culture in the Middle East Railway Dependencies paid great attention to the differentiation of hierarchical categories, it did not restrict the styles and cultural types, and this free humanistic concept laid a very good foundation for the composition of the architectural culture. Especially after the Russian coup d'état made the Russian immigrants lose the stability of the rear, the Russians lost their souls and took the Middle East Railway Dependencies as their second hometown, which made the relationship between the Russians and the Chinese people get rid of the original high and low ranking, and thus tend to be equal and cooperative.

The architectural culture of the Middle East Railway is a product of cross-cultural exchanges and fusion, with strong diversity. The unique humanistic temperament combines the different characteristics of different national cultures, such as the boldness and delicacy of the Russian nation and the color of Orthodox Christianity; the simplicity and elegance of the Japanese nation and the color of Buddhism, which is mainly based on the study of elasticity; and the grandeur and generosity of the Han nation and the color of the culture of the divine tradition represented by the need for, interpretation of, and Taoism. Sometimes, the multi-ethnic coexistence of the status quo inspired architects and folk craftsmen creative inspiration and humanistic complex, unexpectedly created many styles of peculiar architectural image to. The attention, management and improvement of the urban environment is one of the most important signs of the modern integration of the railroad dependencies. The improvement of street facilities, public landscaped gardens and municipal facilities, the construction of large-scale public buildings, the establishment of a mature and modern education system and institutions, and the emergence of a diversified cultural and entertainment lifestyle have fundamentally changed the originally poor and backward northeastern region of China. The fruits of these urban transformations have been crystallized in a variety of new functions, styles, and patterns of architecture, which bear

witness to the development and changes brought about by the progress of the great era to this special cab land. The constant emergence of new architectural styles and new cultural trends has greatly activated the cultural atmosphere in the annexed area, thus forming a tolerant and open cultural atmosphere.

Knowledge from Research

Based on the results of the study, it was determined that there were a variety of architectural styles in Harbin during the Middle East Railway period, as shown in the figure, and that the intermingling of architectural form and culture in Harbin during the Middle East Railway period was one of the six main elements that led to the emergence of this diversity of architectural styles. The researcher can acquire knowledge about the formation of architectural culture in many aspects, covering cultural, economic, historical, social and other fields, providing an in-depth and comprehensive perspective for a comprehensive understanding of the Middle East Railway architectural culture.

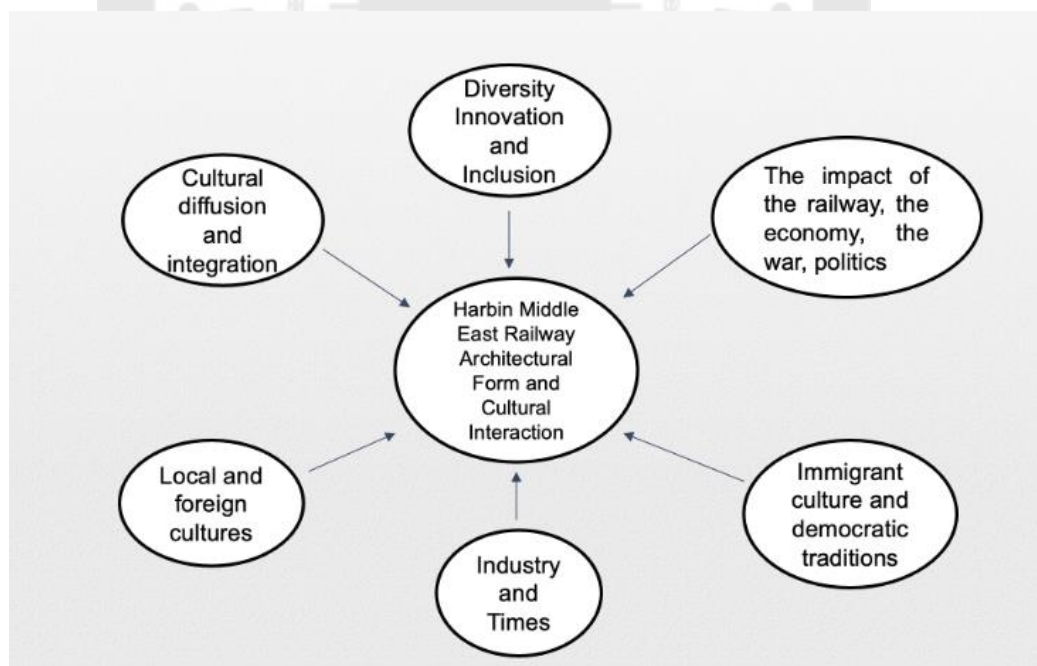


Figure 87 Middle East Railway Harbin Architectural Form and Cultural Integration

Source: Zhang Chunyu (2023)

Conclusion

The architectural form and architectural culture of Harbin Middle East Railway period is a subject with warlike nature. It is the product of a specific historical period, international situation and regional environment, not only has an intricate spread of origin, ups and downs of the spread of the process and diversified and rich results of the realization, but also formed a long-time span, spatial span, complex cultural process, rich cultural types, cultural heritage and other characteristics. It is a precious and special cultural heritage in Northeast China. Through the logic of researching from surface to point and layer by layer, a great deal of examination and analysis work has been done. Through field investigation, documentary research, archive summarization, research interviews and other methods, we also collected some early photos, current photos, original video data, etc., to show the detailed composition of the architectural culture of the Middle East Railway period as much as possible. By analyzing multiple perspectives of research in related disciplines and applying various research methods, innovative research results in four areas were obtained. The architectural culture of Harbin during the period of the Middle East Railways attests to the complexity and multifaceted nature of cultural interactions. The city's architectural landscape reflects its rich history, the interplay of different cultural influences, the impact of a changing social environment, and the changing architectural trends of the times. This assertion is supported by (Xue, 2017) study, which argues that Harbin's urban architectural style represents a unique blend formed by the fusion of Eastern and Western cultures. In addition, (Jiatong, 2014) also supports that the formation of Harbin's architectural style stems from its geographical location and historical background, absorbing architectural cultures from Europe, Russia and other countries, forming a multicultural city known as the "Little Paris of the East", whose buildings not only carry the city's history and culture, but also show deep Its architecture not only carries the city's history and culture, but also shows deep historical and social value.

1. Through the perspective of cultural integration and the theory of cultural diffusion, the complete process and core clues of the evolution of the architectural form

and architectural culture of the Harbin Middle East Railway are clearly outlined. The foreign cultures that played an important role in the spread of architectural culture directly or indirectly originated from Russia and Japan, which took the role of the main prototype or origin of the Harbin Middle East Railway's architectural culture dissemination based on the strength of their respective national and industrial cultures, and shaped the strong "cross-cultural" pattern and appearance unique to this dissemination together with the local Chinese architectural culture. Together with the local Chinese architectural culture, they have shaped a strong "cross-cultural" pattern and outlook unique to this dissemination. This paper verifies and restores the real process of Harbin Middle East Railway's architectural form and the spread of architectural culture, accurately reflects the role of the Middle East Railway's cross-cultural dissemination and the results of the cultural dissemination triggered by it, and elucidates the cultural dissemination effect of "dissemination and collision", "acceptance and selection". The study also illustrates the cultural effect of "dissemination and collision", "acceptance and choice". The overall appearance of the architectural carriers of the Middle East Railway in Harbin has been comprehensively sorted out, revealing that the functional forms include five main types: railroad station buildings, police station buildings, religious beliefs, trade and commerce buildings, and civil residential buildings, which can be summarized as the characteristics of the industrial trade and commerce culture, the characteristics of industry and the characteristics of immigrants' culture, and the changes of the functional types from industry to social life highlight the dynamic characteristics of the cultural routes. The change of functional types from industry to social life highlights the dynamic characteristics of cultural lines. The analysis of cultural carriers provides a sufficient empirical basis for the interpretation of architectural culture, and also reveals the cultural diversity of the Middle East Railway buildings from another side, which makes up for the shortcomings of the previous related studies.

2. In the evolution of architectural forms and architectural culture, the architectural heritage of Harbin Middle East Railway Period has a long culture and

diverse styles, forming a unique urban landscape. In order to interpret the characteristics of the evolution of architectural forms and architectural culture of Harbin Middle East Railway Period, through the origin of architectural culture within the time frame of the study, combing the evolution of architectural culture, analyzing the factors affecting the evolution of the culture, and applying the method of quantitative analysis, we analyze in depth and comprehensively the process and characteristics of the different evolutions of the architecture in Harbin. On the basis of the spatial and temporal distribution pattern of architectural culture, we analyze the characteristics of the evolutionary process, and come up with three main features, which are the continuity of spatial and temporal evolution, multiplicity, and intersectionality of multiple threads, constituting a multi-threaded staggered evolutionary system full of contradictions and complexity. They are continuity in time, space and culture, plurality in style, mode of birth and cultural area, and intersectionality in chronological development, spatial distribution and cultural intermingling.

3. In the integration of architectural cultures, it was concluded that shifts in objective factors facilitated the process of architectural cultural selection and adaptation. In terms of human factors, the influence of the railway, economy, war and politics directly contributed to the creation and development of the functions of architecture. The influence of cultural adaptation and passivity is reflected in the transformation of the structure and form of architectural space, which manifests itself in the multicultural intermingling of architectural space. The evolutionary characteristics of architectural space forms and cultural choices are manifested as adaptive evolution. Through the relevant research on human factors, it can be seen that the early stage of the construction of Harbin Middle East Railway period is not simply its own cumulative development, but intertwined with the relevant human factors. Situation changes, major historical events and the complex transformation of modern society and so on, triggered the adjustment and transformation of architectural form and cultural elements. At the same time, gradually get rid of the original traditional closed state, towards the direction of cultural integration of diversity gradually transformed.

4. This paper reveals the cultural characteristics of Harbin Middle East Railway architectural form and cultural integration, including the artistic characteristics, compositional characteristics, and theoretical characteristics of Harbin Middle East Railway architectural culture. The artistic features of the Harbin Middle East Railway architectural form and architectural culture are summarized as inclusiveness and innovation, which are reflected in the diversity of architectural styles and the innovation of style and space. A variety of different types of culture in this system of free interaction, exchange and dissemination, and ultimately the phenomenon of cultural intermingling. Harbin Middle East Railway architectural form and the nature of the composition of cultural fusion can be summarized as fusion and transformation. Because this spread is not really equal in the sense of spreading, but with mandatory and substitution of the implementation of a sudden cross-cultural fusion, in the process of architectural culture of transformation and integration. The theoretical characteristics of Harbin Railway architectural form and cultural integration are mainly realized in the national, racial, hierarchical and class differences of architectural culture, and also clarified the humanistic characteristics of high freedom and openness of strange unrestricted styles and cultural types.

In summary, this paper is based on literature and a large number of architectural sample data, the use of qualitative and quantitative analysis methods, first of all, the Harbin Middle East Railway architectural form and architectural culture of the historical background, formation, evolution and cultural characteristics of the elaboration of the architectural form and architectural culture, based on the architectural form and architectural culture, in-depth analysis of its, and through the combing of the evolution of the process, summed up the characteristics of the architectural form and cultural mingling of the period of the Harbin Middle East Railway, so that people have a clearer and more objective understanding of the Harbin within the period for the protection of the modern architecture of Harbin and the utilization of the scientific references.

Research Perspectives

Although this study has discussed the characteristics of Harbin's modern urban architectural form and architectural culture, given the complexity of Harbin's modern architectural evolution, there is a need to search for more comprehensive or detailed other indirect historical archival materials that can help to analyze the development of modern architecture in this unique northeastern city. Thus, in light of the existing content of this study and the obstacles encountered in the research process, we propose some imperfections for future research. First, enrich the in-depth research on the early period of Harbin's urban construction, such as special studies on the history of people and institutions. Although some of the relevant contents are discussed in this study, no special research has been carried out. The Russian politicians or architects also had a profound influence on the development of Harbin city. Secondly, it extends the research scope of the space of the early stage of Harbin city construction, and includes the transformation process of the early settlements and the reasons of the mechanism, which enriches the connotation of the protection of urban historical and cultural heritage, and at the same time, provides a new perspective for the exploration of architectural culture.

After more than a hundred years of construction and development, the initial space of Harbin's urban construction has been submerged in the expanding and remodeling urban map. The unique architecture formed during this period has been preserved. In Harbin Nangang, Daoli, and Daowai districts, early architectural features can still be clearly seen. Overall, Harbin has retained the spatial framework of the city's early years and a large number of historic buildings. Historic buildings, as the most recognizable element of the landscape, play a key role in the creation of the historic landscape. Although most of the historical buildings in Harbin are well preserved and their authenticity has not been greatly affected, the utilization and protection measures of the buildings and the surrounding environment are not standardized and unified, which has caused great damage to the historical landscape. Combined with the research results of this paper, for the field research of the current situation, and then

formulate the principles of architectural authenticity and landscape integrity through modern digital information resources, initially envisioned to create a virtual research environment platform on the field of architectural art and culture, to become a city's digital architectural museum. It will play a role in the dissemination of architectural culture and the protection of historical buildings.



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APPENDIX

Appendix A:

In-depth interview

Interviewee: Mr. Sun , Occupation: Senior Engineering , Interview method: Face-to-face interview , Area of residence: Harbin. Interviewed by Chunyu Zhang on November 20, 2022 on the topic of historical background and cultural characteristics of Middle East Railway architecture.

Interviewee: Ms. Deng, Occupation: Professor, Hotel Management, Interview Method: Face to Face Interview, Area of Residence: Harbin. Interviewed by Chunyu Zhang on November 24, 2022 on the topic of Middle East Railway Architecture and the Development of Tourism Industry.

Interviewee: Mr. Cui, Occupation: Cultural Heritage Conservator, Senior Technician, Interview Method: Telephone Interview, Area of Residence: Harbin. Interviewed by Chunyu Zhang on November 27, 2022 on the topic Status and Conservation of Middle East Railway Architecture.

Interviewee: Mr. Zou, Occupation: Construction Design Institute, Senior Technician, Interview method: Face-to-face interview, Area of residence: Harbin. Interviewed on December 3, 2022 by Chunyu Zhang on the topic of historical value of Middle East Railway-era architecture.

Interviewee: Mr. Wang, Occupation: Architectural Design Institute, Senior Engineer, Interview method: Face-to-face interview, Area of residence: Harbin. Interviewed by Chunyu Zhang on December 15, 2022 on the topic of the impact of Middle East Railway-era architecture in the social context of the time.

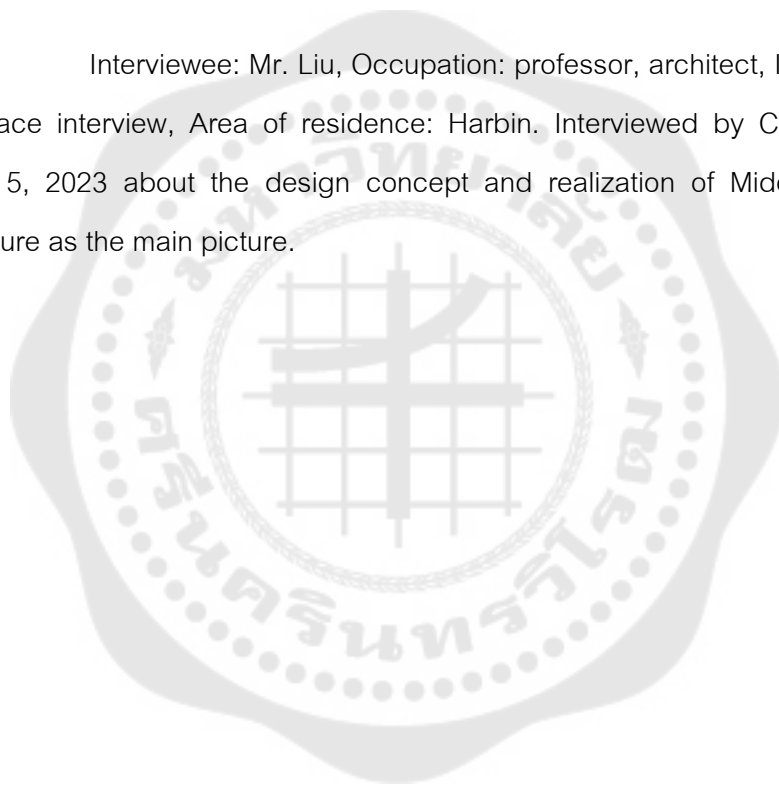
Interviewee: Mr. Zhao, Occupation: Professor, Environmental Design, Interview Method: Face-to-face Interview, Area of Residence: Harbin. Interviewed by Chunyu Zhang on December 18, 2022 on the topic of Middle East Railway Architecture and Cultural Interaction.

Interviewee: Mr. Gong, Occupation: professor, environmental design, Interview method: face-to-face interview, Area of residence: Harbin. Interview with Chunyu Zhang on December 20, 2022 on the topic of cultural differences on the Middle East Railway.

Interviewee: Mr. Wang, Occupation: Industrial Heritage Protector, Senior Engineer, Interview Method: Video Interview, Area of Residence: Harbin. Interview with Chunyu Zhang on December 24, 2022 on the topic of the cultural value of the Middle East Railway period architecture.

Interviewee: Ms. Wang, Occupation: architectural history scholar, Interview method: video interview, Area of residence: Harbin. Interviewed by Chunyu Zhang on December 28, 2022 on the topic of architectural changes of the Middle East Railway.

Interviewee: Mr. Liu, Occupation: professor, architect, Interview method: face-to-face interview, Area of residence: Harbin. Interviewed by Chunyu Zhang on January 5, 2023 about the design concept and realization of Middle East Railway architecture as the main picture.



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