

METRO HEADQUARTERS

A JOURNEY THROUGH MADRID'S URBAN DEVELOPMENT

Exhibition

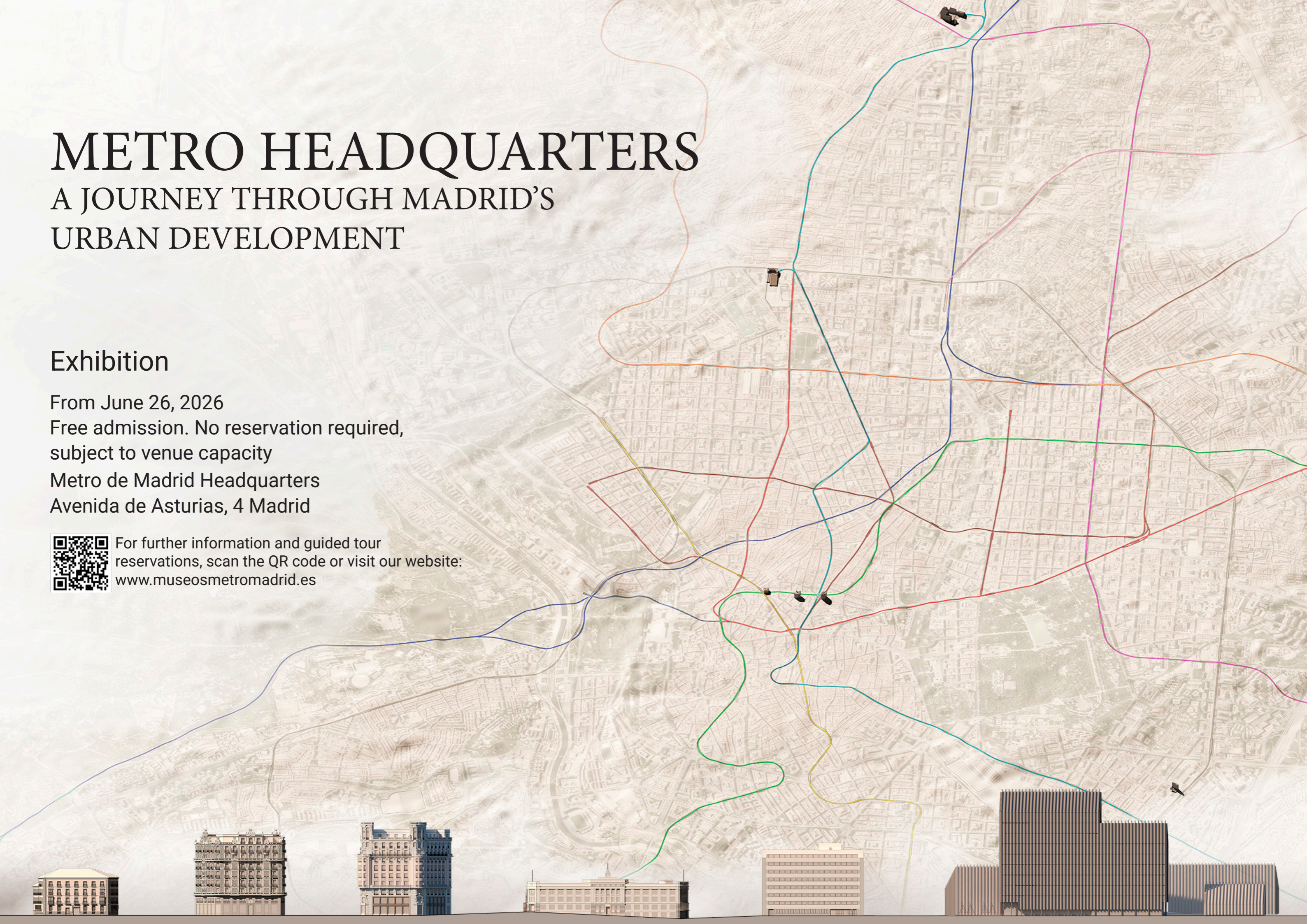
From June 26, 2026

Free admission. No reservation required,
subject to venue capacity

Metro de Madrid Headquarters
Avenida de Asturias, 4 Madrid



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www.museosmetromadrid.es



The history of Metro de Madrid is undoubtedly the more than one hundred years that have passed since the appearance of the first stations up to the network we know today. But it is also the set of unknown parallel stories that intersect and intertwine, without which the metro could not have existed. One of these would be the evolution of the company's different headquarters, a journey that, from a singular and distinct perspective, brings us closer to the birth and development of the metropolitan transport system, using as its guiding thread the buildings that were necessary to manage and administer the company.

A journey that begins years before the founding of the Compañía Metropolitana Alfonso XIII on Jacometrezo Street, where the offices of the company Mengemor were located, a firm dedicated to the emerging hydroelectric industry in Spain, and from where the concession to operate the first four lines would be requested and the initial metro projects drafted. This journey would continue with the first Metro offices on Montera Street, before their relocation a few years later to Pi y Margall Street, in the newly opened Gran Vía.

In the 1940s, shortly after the end of the Spanish Civil War, Antonio Palacios's project in Cuatro Caminos, *La Casa del Metro*, which was never built, could have become the company's new headquarters—almost a posthumous tribute, a singular work blending industrial building and distinctive corporate architecture. Its main façade opened onto Avenida de la Reina Victoria, at that time a focal point of urban development and growth in the northwestern area of Madrid promoted by the Compañía Urbanizadora Metropolitano. The history of Metro's headquarters would continue with the corporate building on Cavanilles Street, in the Pacífico neighborhood, on the site of a former brick kiln where the company's power generation plant was located, a landmark due to its significance and the profound urban transformations that took place since the inauguration of the subway.

This journey concludes with the inauguration of Metro de Madrid's new headquarters on Avenida de Asturias, next to Plaza de Castilla, the first building of the future "transport city." Ironically, this represents a return to the origins of the metro, as it is located very close to the site of the Tetuán de las Victorias power station in the former village of Chamartín de la Rosa, where Carlos Mendoza used to travel daily at the beginning of the 20th century and which, according to his own account, inspired him to design a metro for Madrid as a way to reduce the time it took him to reach Puerta del Sol.

The Headquarters of Metro. A Journey through the Urban Development of Madrid presents a research work that moves from a more human scale represented by the corporate headquarters buildings themselves, through the beginning of the construction of Gran Vía—contemporary with the opening of the first metro section and a driving force in the development of the new city—to a more urban scale, tracing the cartography of historical maps of Madrid from the early 20th century to the present day.

Based on the analysis of existing plans and historical documents, a narrative line is constructed and translated into graphic documents, mainly drawings, correlating documentary sources, content, and themes in order to obtain, through reasoned formal reconstruction, drawings of buildings that have disappeared or been altered, composing a chronological account referenced to key milestones in the transformation of the urban fabric in which they are embedded.

Ultimately, the historiographical research presented in this exhibition is a journey through the various headquarters that Metro has had, in which the administrative needs of the company are juxtaposed with the architecture that responded to the programmatic requirements of managing and operating the new metropolitan railway. A transversal, temporal, and chronological journey that uses the recovery of the memory of these buildings and their locations as a pretext to showcase the development and urban growth of a city aspiring to modernity.

PRESENTED BY
Comunidad de Madrid

ORGANIZED BY
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Departamento de Patrimonio Histórico

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