

9<sup>th</sup> February, 2026

*National Stock Exchange of India Ltd.  
Exchange Plaza, C-1, Block G,  
Bandra Kurla Complex  
Bandra (E), Mumbai – 400051  
Symbol - TEXRAIL*

*BSE Limited  
P. J. Towers,  
Dalal Street,  
Mumbai – 400001  
Scrip Code - 533326*

**Sub: Investor Presentation pertaining to Financial Results**

Dear Sirs,

Pursuant to Regulation 30 of the Securities and Exchange Board of India (Listing Obligations and Disclosure Requirements) Regulations, 2015, we are enclosing herewith a copy of the earnings presentation for the quarter and nine months ended 31<sup>st</sup> December, 2025 for your records.

The said presentation is also uploaded on the website of the Company <https://www.texmaco.in/investors-relation/shareholders-information/>

This is for your information and record.

**For Texmaco Rail & Engineering Limited**

Sandeep Kumar Sultania  
Company Secretary &  
Compliance Officer

**Encl: as stated above**

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CIN: L29261WB1998PLC087404

**Texmaco**

(BSE: 533326 NSE: TEXRAIL)

Rail & Engineering Ltd.

# Earnings Presentation

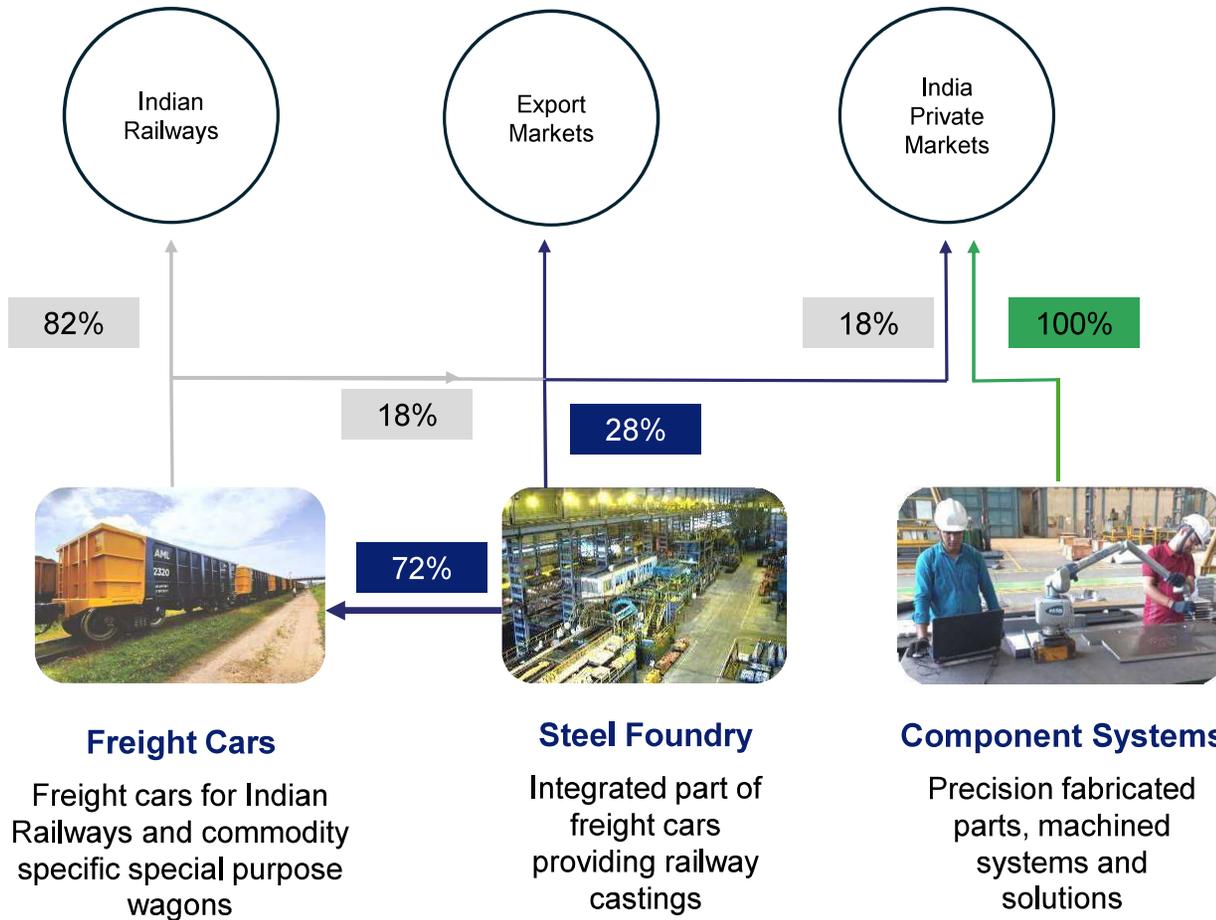
## Q3 and 9M FY26

09th February, 2026

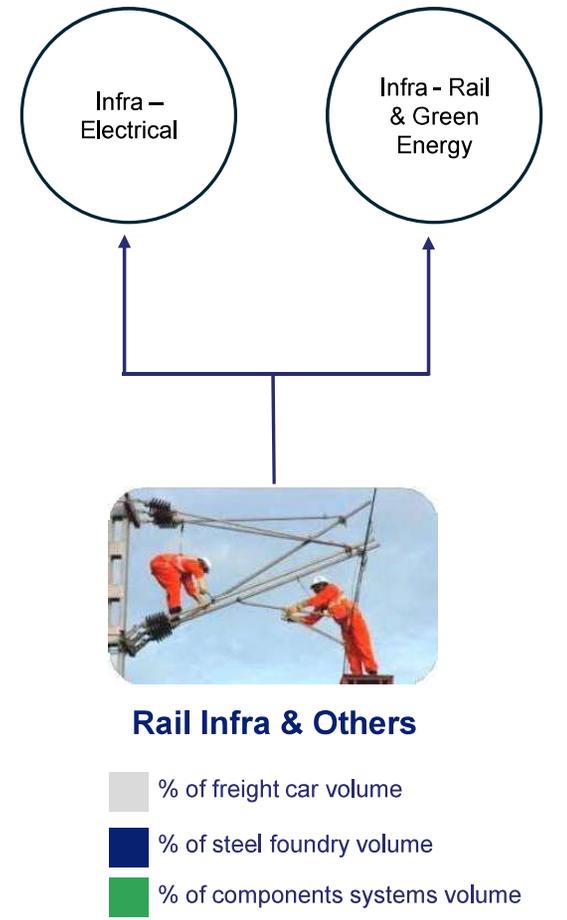


# Texmaco: Consolidated Business Snapshot

## Freight Car Division



## Rail Infra & Others



## Texmaco: Investment Case Highlights

### Order Book

- Current order book of ₹5,661 crore, supported by strong Indian market demand and growing export opportunities
- The export of components and railway castings is expected to grow 3-5x over the next 2-3 years

### Manufacturing Capacity

- 5 freight car and components manufacturing sites
- 2 foundries with 48,000 MTPA capacity. One of the largest foundry to be accredited by the Association of American Railroad (AAR)

### Geographic Reach

- Serving Indian Railways, private operators, and overseas clients
- 550+ freight cars exported in the last 3 years across multiple geographies

### Low Cost Operator

- Integrated foundries enable economies of scale and cost-optimized manufacturing
- Capability in working with mild steel, stainless steel, and composites for rolling stock solutions

### Product Diversification

- Portfolio of 20+ freight car types, castings, interiors, and braking systems
- Expanding capabilities into infra projects and green hydrogen solutions

### Technology Partnerships

- Collaborations with Touax Texmaco, Nymwag Texmaco, Wabtec Texmaco, Saira Asia, Nevomo, Trinity, and Rail Vikas Nigam
- Initiatives cover freight leasing, manufacturing, braking systems, interiors, high-speed rail, infra, automation, AI, and green technologies

**Note:**

1. EBITDA includes Other Income and excludes Exceptional Expenses

## Consolidated Financial Highlights

### Q3 FY26 Financial Highlights

- Revenue from Operations of Rs. 1,042 Cr
- EBITDA of Rs. 102 Cr with a 9.6% margin
- PAT of Rs. 42 Cr with a 4.0% margin
- Basic and Diluted EPS of Rs. 1.07 per share

### 9M FY26 Financial Highlights

- Revenue from Operations of Rs. 3,210 Cr
- EBITDA of Rs. 313 Cr with a 9.7% margin
- PAT of Rs. 136 Cr with a 4.2% margin
- Basic and Diluted EPS of Rs. 3.42 per share

### Q3 FY26 Operational Highlights

- Wagon Sales of 2,027 units
- Foundry Sales of 7,646 MT
- Freight Car Division Sales of Rs. 842 Cr

### 9M FY26 Operational Highlights

- Wagon Sales of 6,176 units
- Foundry Sales of 25,326 MT
- Freight Car Division Sales of Rs. 2,510 Cr

**Note:**

1. EBITDA includes Other Income and excludes Exceptional Expenses

# Management Commentary



**Indrajit Mookerjee**  
Executive Director and Vice Chairman

“The Indian rail sector continues to grow, driven by significant public investment in network expansion, freight infrastructure, electrification, and safety initiatives. As high-density routes expand and freight corridors are strengthened, demand for rail infrastructure, including wagon manufacturing and rail electrification, is expected to remain strong. These initiatives complement Texmaco’s focus on rail electrification and freight mobility, positioning the Company for growth in

advanced rail infrastructure.

During the quarter, Texmaco reported Revenue from Operations of ₹1,042 Crores, a decline of 21.5% year-on-year. EBITDA for the quarter was ₹102 Crores, with an EBITDA margin of 9.6%, while Profit After Tax was ₹42 Crores, translating into a margin of 4.0%. The decline in revenue was primarily driven by lower wagon production due to continued wheelset availability constraints and an unfavourable export environment, along with reduced turnover in the Infra & Electricals division. Despite challenges, Texmaco secured key order wins in rail electrification, infrastructure, and freight mobility. As of 31 December 2025, the order book stood at ₹5,661 crores, ensuring execution visibility.

In recognition of our operational practices and governance framework, CRISIL upgraded Texmaco’s ESG rating from 50 to 51, placing it in the ‘Adequate’ risk category. ESG Risk Assessments & Insights assigned a score of 43, highlighting progress in environmental, social, and governance areas and reinforcing Texmaco’s commitment to strong governance and sustainability. As part of our ongoing sustainability efforts, we have commissioned a 10 MW solar plant in Raipur. Additionally, we converted our high-tension furnace from Light Diesel Oil (LDO) to Liquefied Petroleum Gas (LPG), further advancing our cleaner energy initiatives.”



**Sudipta Mukherjee**  
Managing Director

“The Union Budget 2026 allocated ₹2.93 lakh crore to Indian Railways, reflecting a 5.4% increase over the previous year, underscoring the government’s focus on rail infrastructure and electrification. During the quarter, global supply chain disruptions and wheelset constraints impacted our operations and also delayed some projects. However, we are addressing these challenges through strategic partnerships and strengthening our supply chain to ensure timely execution and continued growth.

Despite these challenges, Texmaco delivered 2,027 freight cars during Q3 FY26, while Foundry Division volumes totalled 7,646 MT. For the 9M FY26, freight car deliveries reached 6,176 units, and the Foundry Division achieved 25,326 MT in sales. The results were in line with expectations, and we have moderated our costs. The Foundry export business was impacted by US tariff impositions, leading to decline in comparable export volumes. Despite these challenges, average realization per wagon improved over the past two quarters, driven by a better product portfolio.

In Q3 FY26, Texmaco strengthened its relationship with Indian Railways, securing key orders in rail electrification, freight mobility, and infrastructure. These wins reinforce Texmaco’s leadership in rail infrastructure, especially in wagon manufacturing and maintenance services.

Looking ahead, the focus is on enhancing core capabilities by leveraging technical expertise, while expanding into new markets, with an emphasis on special-purpose freight wagons and high-precision engineered components. The Company is diversifying into value-accretive businesses, including a phased entry into the wheelset supply business and development of a mobility vertical, covering metro and EMU coaches, locomotive refurbishment, and rail subsystems. Additionally, we remain focused on strategic partnerships, collaborations, adherence to global standards, and deliverables to ensure a successful entry into new areas.

## Growth Strategy: Sustainable and Scalable Value Creation

### Strengthening the Core

- Build on existing product technical and production expertise
- Enter new geographic markets for core product distribution
- Product focus on special purpose freight wagons and high engineered precision components
- Geographic focus on North America

### Synergistic Diversification

- Expand into adjacent and value accretive business
- Integrate across the value chain, enhancing share of customer wallet
- Enter the wheelset supply business through a phased building block model
- Wheelsets account for 32% of cost of production of a freight wagon
- Diversify into adjacent categories
- Establish a mobility vertical: Metro and EMU coaches, loco refurbishment fabricated bogies and other rail mobility subsystems

### Further Strategic Diversification

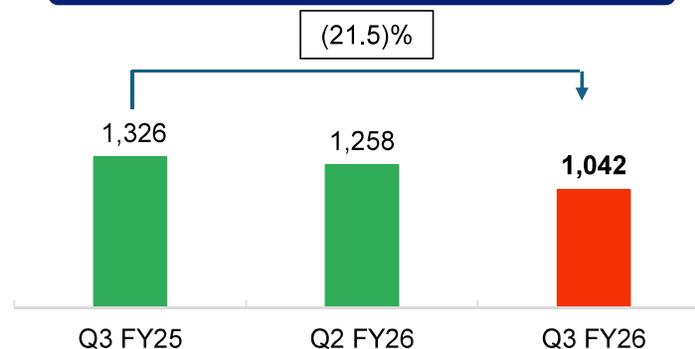
- Create new growth engines beyond rail cyclical
- Enter high potential, non-core areas
- GCC expansion
- Iron pellet business

A strategy to deliver structurally higher and a stable EBITDA margin profile

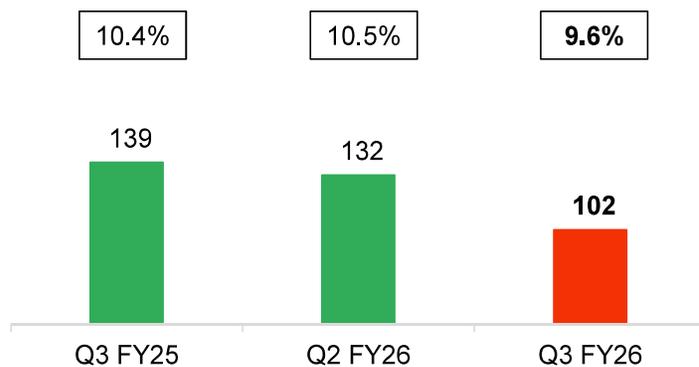
## Consolidated Q3 FY26 Financial Performance

Rs. Crores

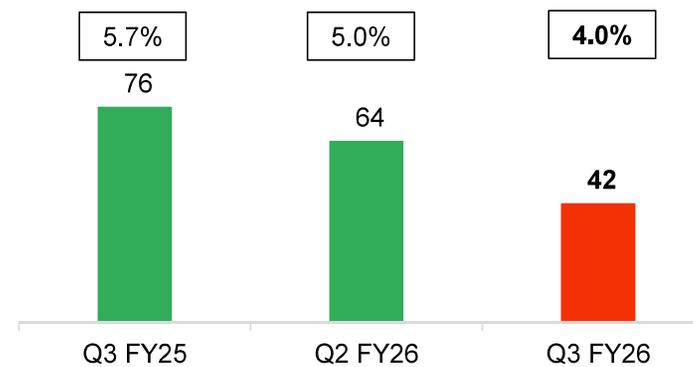
### Revenue from Operations



### EBITDA and Margin



### PAT and Margin



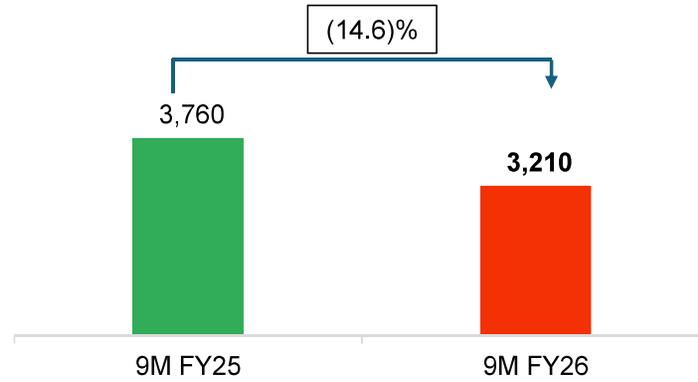
**Note:**

1. EBITDA includes Other Income and excludes Exceptional Expenses
2. All Margins are calculated on Total Income

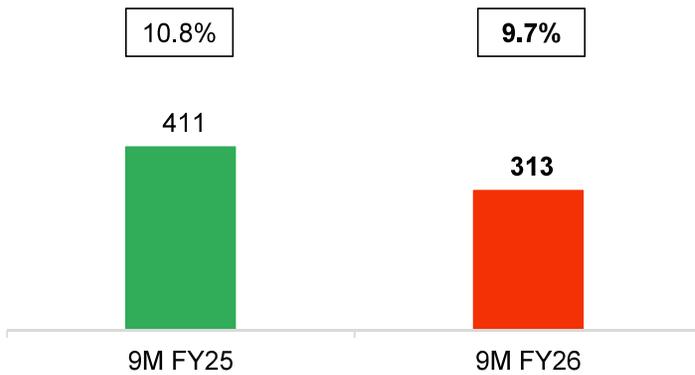
# Consolidated 9M FY26 Financial Performance

Rs. Crores

## Revenue from Operations



## EBITDA and Margin



## PAT and Margin



**Note:**

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2. All Margins are calculated on Total Income

# Consolidated Income Statement

(Rs. Crores)	Q3		Y-o-Y Growth(%)	Q2 FY26	Q-o-Q Growth(%)	9M FY26	9M FY25	Y-o-Y Growth(%)
	FY26	FY25						
Revenue from Operations	1,042	1,326	(21.5)%	1,258	(17.2)%	3,210	3,760	(14.6)%
Other Income	13	8	60.6%	8	61.6%	29	41	(29.2)%
<b>Total Income</b>	<b>1,055</b>	<b>1,334</b>	<b>(21.0)%</b>	<b>1,266</b>	<b>(16.7)%</b>	<b>3,239</b>	<b>3,801</b>	<b>(14.8)%</b>
Cost of Material Consumed	801	1,059	(24.3)%	1,050	(23.7)%	2,612	3,020	(13.5)%
Changes in Inventories of Finished Goods, Stock In Trade and Work In Progress	43	19	<i>nm</i>	(30)	<i>nm</i>	(7)	52	<i>nm</i>
Power and Fuel	24	27	(9.9)%	26	(5.8)%	73	78	(7.1)%
Employee Benefits Expense	45	44	2.2%	50	(10.6)%	140	127	10.2%
Other Expenses	39	46	(14.8)%	38	5.0%	108	114	(5.2)%
<b>EBITDA</b>	<b>102</b>	<b>139</b>	<b>(26.7)%</b>	<b>132</b>	<b>(23.2)%</b>	<b>313</b>	<b>411</b>	<b>(23.8)%</b>
<b>Margin (%)</b>	<b>9.6%</b>	<b>10.4%</b>	<b>(75) bps</b>	<b>10.5%</b>	<b>(82) Bps</b>	<b>9.7%</b>	<b>10.8%</b>	<b>(114) bps</b>
Depreciation and Amortization Expense	12	11	8.0%	11	5.4%	34	32	4.2%
EBIT	90	128	(29.6)%	121	(25.9)%	279	378	(26.2)%
<b>Margin (%)</b>	<b>8.5%</b>	<b>9.6%</b>	<b>(105) Bps</b>	<b>9.6%</b>	<b>(105) Bps</b>	<b>8.6%</b>	<b>10.0%</b>	<b>(133) bps</b>
Finance Costs	31	35	(9.3)%	30	4.3%	92	103	(10.2)%
Share of Net Profit/(Loss) of Associate	8	7	16.4%	7	8.7%	21	20	6.0%
<b>Profit After Tax</b>	<b>42</b>	<b>76</b>	<b>(44.7)%</b>	<b>64</b>	<b>(33.9)%</b>	<b>136</b>	<b>210</b>	<b>(35.4)%</b>
<b>Margin (%)</b>	<b>4.0%</b>	<b>5.7%</b>	<b>(172) bps</b>	<b>5.0%</b>	<b>(104) Bps</b>	<b>4.2%</b>	<b>5.5%</b>	<b>(133) bps</b>
Basic EPS (Rs.)	1.07	1.92	(44.3)%	1.62	(33.9)%	3.42	5.24	(34.8)%
Diluted EPS (Rs.)	1.07	1.91	(44.0)%	1.61	(33.5)%	3.42	5.22	(34.5)%

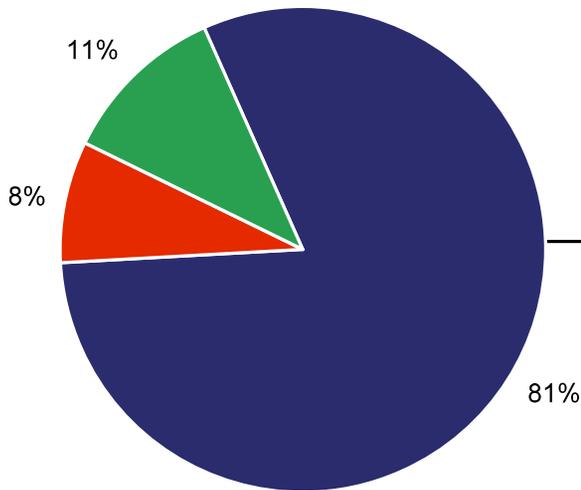
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# Consolidated Q3 FY26 Revenue by Business

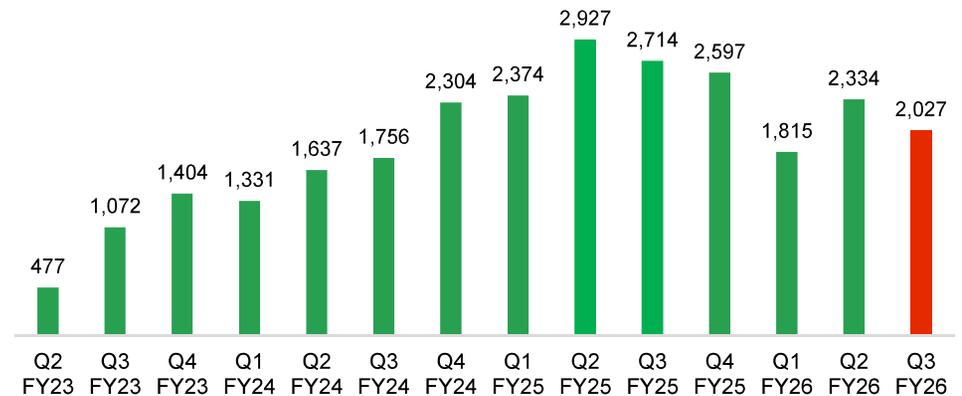
## Revenue from Operations by Business

Rs. 1,042 Cr

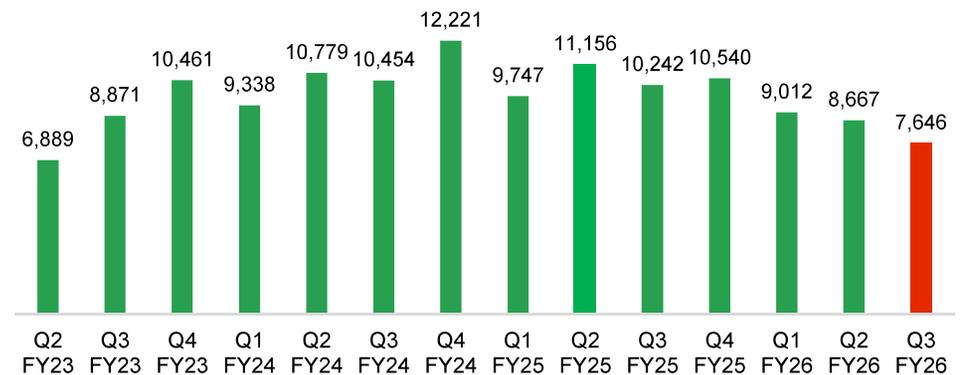


- Freight Car Division
- Infra - Rail & Green Energy
- Infra - Electrical

## Freight Cars Sold (Vehicle Units)



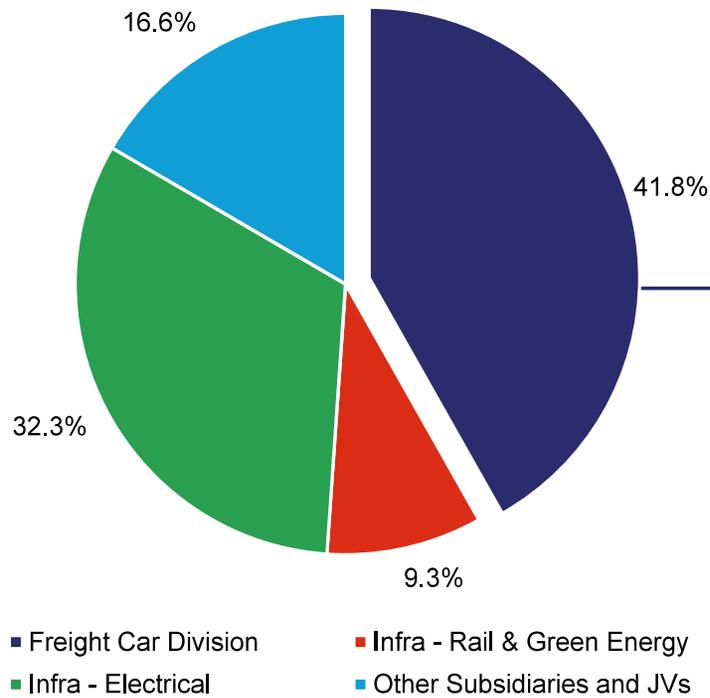
## Steel Foundry Sales (MT)



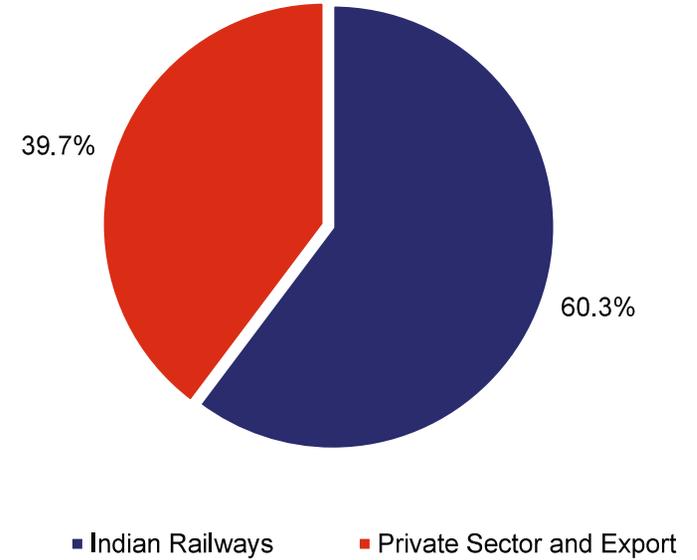
# Consolidated Q3 FY26 Order Book Summary

**Order Book by Business**

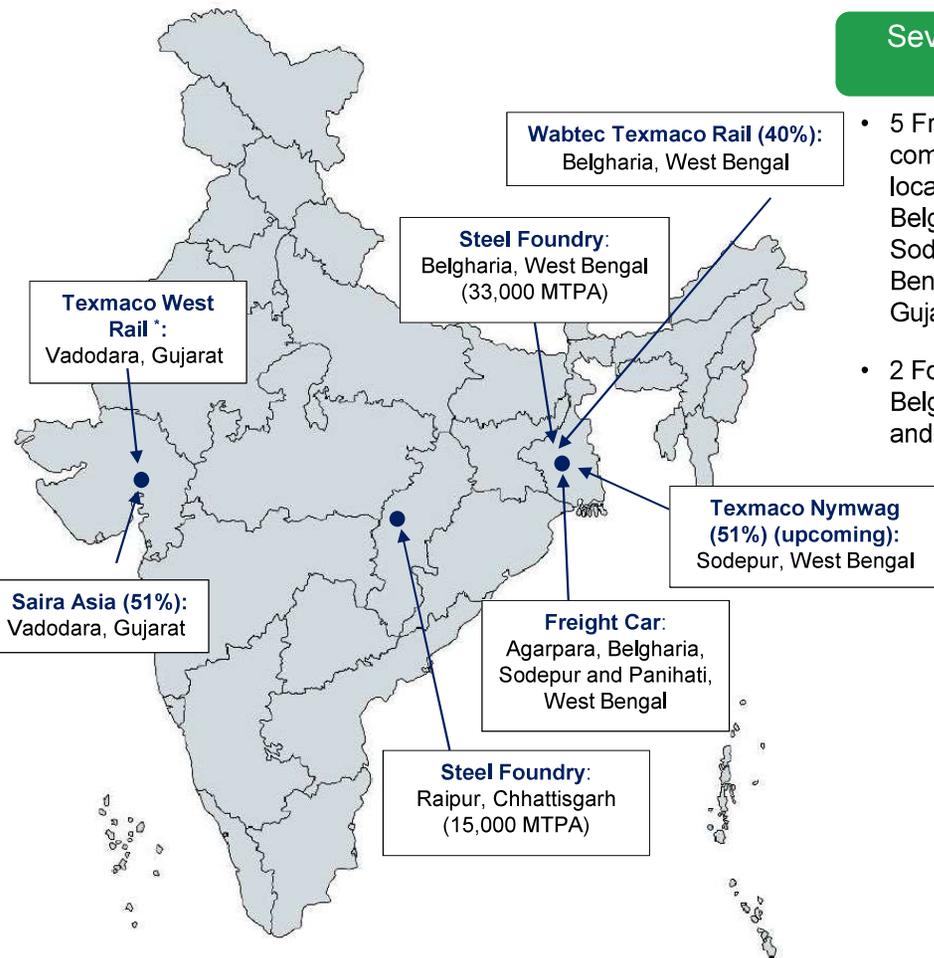
Rs. 5,661 Cr



**Freight Car Order Book**



# Manufacturing Platforms



## Seven Manufacturing Facilities

- 5 Freight Car and component facilities located at Agarpara, Belgharia, Panihati, Sodepur in Kolkata, West Bengal and Vadodara, Gujarat
- 2 Foundries located at Belgharia, West Bengal and Raipur, Chhattisgarh

## Strategic Location

- Connectivity to major highways and ports
- Facilities in Kolkata situated within a radius of 5 km

## Three Freight Car Manufacturing Facilities

- 15 Bays for production of Freight Cars / Loco Shells
- Large yard to hold 300+ Freight Cars
- Internal network of 15+ rail lines

## Total Area of ~309 Acres

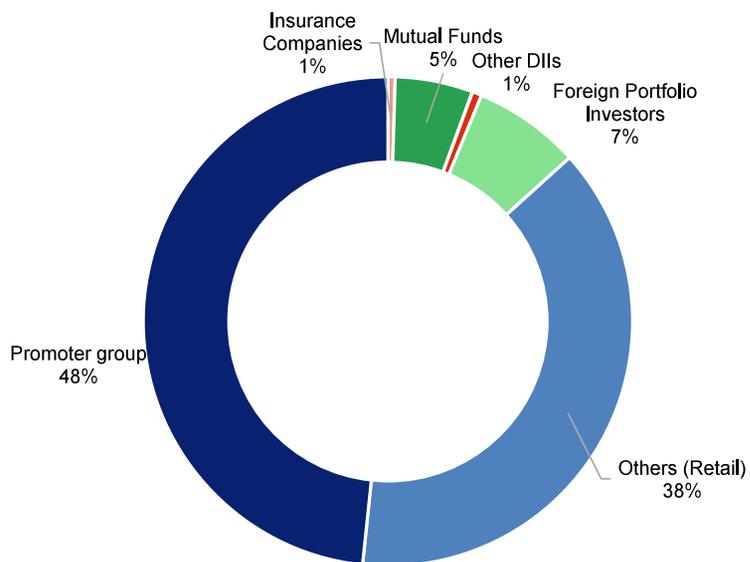
- 114 acres at Agarpara and Belgharia, West Bengal
- 42 acres at Panihati and Sodepur, West Bengal
- 30 acres at Raipur, Chhattisgarh
- 123 acres at Vadodara, Gujarat

## Scope for Expansion

- Expansion of capabilities by optimizing existing facilities
- Establishing new manufacturing facilities

# Shareholding Pattern

## % Texmaco Shareholdings



As on 31<sup>st</sup> December, 2025

## Top Shareholders in DII, FII and Insurance

Nippon Life India Trustee	2.80%	Domestic
HDFC Trustee Company	1.80%	Domestic
Samena Special Situations Mauritius	1.21%	Foreign

## Texmaco: Investment Case (1/2)

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### 1. Sustained Leadership in Freight Cars

- One of the largest suppliers of freight cars in India, manufacturing one out of every four wagons on the IR network
- Manufacturing track record of over 50,000+ freight cars supplied over 20 years
- 7,000+ freight cars sold to private customers in the last 10 years
- 20+ types of freight cars supplied for a broad range of end industry applications
- Currently manufacturing 2,500 – 3,000 of wagons per quarter

### 2. Leading Exporter of Railway Castings from India

- Leading position in the export of freight cars and railway components for the past five decades
- Export track record of 550+ freight cars to international markets over 3 years
- Texmaco is one of the leading exporter of railway castings from India
- Supplies to international markets also benefitting from geopolitical shift in supply chains

### 3. Cost Optimised Manufacturing Platform

- Freight car and components: 4 sites at Agarpara, Belgharia, Panihati and Sodepur in West Bengal and 1 in Vadodara, Gujarat
- 2 Foundry facilities: 33,000 MTPA Belgharia, West Bengal and 15,000 MTPA Raipur, Chhattisgarh. One of the largest foundry to be accredited by the Association of American Railroad (AAR)
- A leading company working with mild-steel, stainless-steel and composite materials for manufacturing of rolling stock solutions

## Texmaco: Investment Case (2/2)

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### 4. Strategic and Technology Based Partnerships

- Touax Texmaco (50%): leases freight cars on long-term basis to private sector logistics and industrial transportation companies in India
- Nymwag Texmaco (51%): to manufacture freight wagons and railway components for IR, the private sector and export markets. The facility is currently under construction and is anticipated to be operational within a year
- Wabtec Texmaco (40%): manufactures world class braking systems and components for the Indian and US markets
- Saira Asia (51%): manufactures passenger coach railway interiors, based in Vadodara
- Nevomo: manufactures high-speed rail and predictive diagnostics
- Trinity: manufactures rolling stock and other components
- Rail Vikas Nigam (49%): develops rolling stock, executes infra projects, and integrates automation, AI, and green technologies for modern railway infrastructure

### 5. Attractive Railway Industry Dynamics

- Strong Government infrastructure spend flowing down to rolling stock, with IR planning to procure 1,00,000 – 1,30,000 freight cars in the next 3 – 4 years.
- Movement of freight by railways to increase from 27% to 45% by 2030, positively impacting the environment
- Government investment of Rs.1.5 lakh crores in the Dedicated Freight Corridor (DFC)
- The Union Budget 2026–27 allocated ₹2.93 lakh crores to Indian Railways, with a strong emphasis on rail electrification, enhancement of freight capacity, safety infrastructure, and the development of high-speed rail corridors

### 6. Outlook and Corporate Developments

- Expected 3-5x growth in export of components and railway castings over the next 2-3 years. Current order book of Rs. 5,661 Cr
- De-risked business model - focused on manufacturing and export capabilities

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