



CSX Corporation (CSX)

Updated November 9th, 2024, by Josh Arnold

Key Metrics

Current Price:	\$36	5 Year CAGR Estimate:	8.1%	Market Cap:	\$69 B
Fair Value Price:	\$32	5 Year Growth Estimate:	9.0%	Ex-Dividend Date:	11/29/24
% Fair Value:	111%	5 Year Valuation Multiple Estimate:	-2.1%	Dividend Payment Date:	12/13/24
Dividend Yield:	1.3%	5 Year Price Target	\$50	Years Of Dividend Growth:	19
Dividend Risk Score:	A	Retirement Suitability Score:	B	Rating:	Hold

Overview & Current Events

CSX can trace its roots all the way back to 1827 when the B&O Railroad was first chartered. From just 13 miles of track, CSX has grown to cover 23 states and more than 20,000 route miles. CSX provides rail, rail-to-truck, and intermodal transport services. The company's market capitalization is \$69 billion, and it should produce nearly \$15 billion in revenue in 2024.

CSX posted third quarter earnings on October 16th, 2024, and results were weaker than expected on both revenue and profits. The company saw earnings-per-share of 46 cents, which was two cents light of expectations. Revenue was up 1.4% year-over-year to \$3.62 billion, but that was \$60 million short of estimates.

Revenue was up due to merchandise and intermodal volume, as well as merchandise pricing gains, which were partially offset by a decline in coal revenue, lower fuel surcharges, and a reduction in other revenue.

Volume was 1.59 million units, up 3% from the year before. Intermodal volume was up due to international shipments, while domestic shipments were flat as soft trucking was offset by higher transcontinental shipments. Export coal increased due to higher shipments of thermal and metallurgical coal. Volume was higher for chemicals, agricultural, and food products, while automotive, metals, and fertilizer were lower.

Operating income was up 7% year-over-year to \$1.35 billion, but missed estimates by about \$50 million. Operating margin was up 180 basis points year-over-year to 37.4% of sales.

We now see \$1.85 in adjusted earnings-per-share for this year as margin improvements are offsetting weak revenue, which would be largely unchanged from the past two years.

Growth on a Per-Share Basis

Year	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2029
EPS	\$0.64	\$0.67	\$0.60	\$0.77	\$1.28	\$1.39	\$1.20	\$1.56	\$1.89	\$1.85	\$1.85	\$2.85
DPS	\$0.21	\$0.23	\$0.24	\$0.26	\$0.29	\$0.32	\$0.35	\$0.37	\$0.40	\$0.44	\$0.48	\$0.81
Shares¹	2,976	2,898	2,784	2,670	2,580	2,334	2,304	2,217	2,137	1,969	1,925	1,800

CSX's earnings-per-share has grown somewhat unpredictably over the past decade as its fortunes are tied to rail volumes and pricing strength, both of which are heavily dependent upon particular industries and economic conditions. CSX stands to gain in the form of modest revenue increases in the coming years, helping to fuel our estimate of 9% earnings-per-share growth annually. The remainder will come from improved operating efficiency leading to higher margins, as well as sizable buyback spending, although this was nearly halted in 2020. We see the share count declining in the mid-single digits annually as CSX generates strong free cash flow and puts it to use. We see a path to recovery that has cleared up in the past couple of quarters and believe that CSX's growth will normalize in 2024.

Likewise, we see the dividend increasing at roughly the rate of earnings, reaching \$0.81 in five years from today's level of \$0.48. CSX has put buybacks first in recent years but with a much-reduced capex budget as part of its operational

¹ Share count in millions

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efficiency initiatives, more cash should be freed up for dividend increases. With the payout ratio still very low, CSX has plenty of room to continue its streak of dividend increases while still affording it the ability to buy back stock.

Valuation Analysis

Year	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	Now	2029
Avg. P/E	16.1	15.7	15.5	21.8	16.8	17.2	20.6	21.0	16.4	18.7	19.5	17.5
Avg. Yld.	2.0%	2.2%	2.6%	1.6%	1.4%	1.3%	1.4%	1.1%	1.3%	1.3%	1.3%	1.6%

CSX's price-to-earnings multiple is now 19.5 times this year's earnings, which is much higher than our previous update; the share price has moved higher while estimates are now lower. This is ahead of our estimate of fair value of 17.5 times earnings, so we see a modest headwind from the valuation. We expect the yield to potentially rise from 1.3% to 1.6% in the years to come.

Safety, Quality, Competitive Advantage, & Recession Resiliency

Year	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2029
Payout	33%	35%	40%	34%	23%	23%	29%	24%	21%	24%	26%	28%

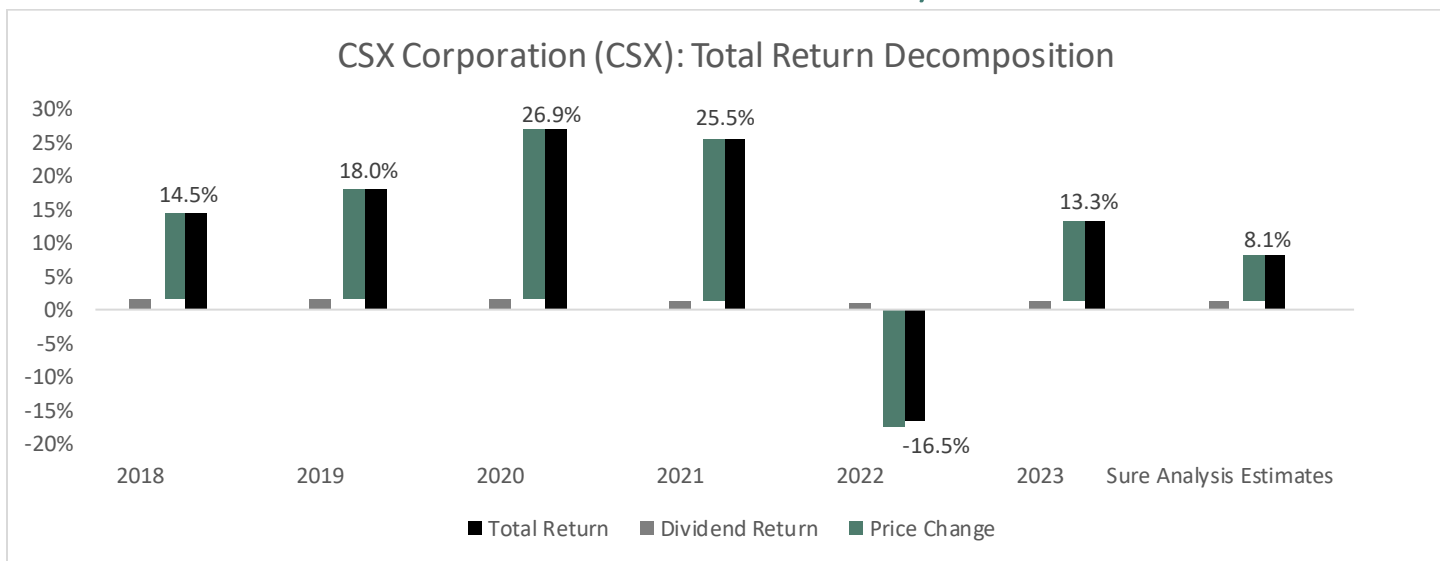
CSX's payout ratio remains low and as a result, is well covered. Indeed, its dividend safety is outstanding, but we note that the company has made it clear buybacks take priority over dividend growth.

The company's competitive advantage is in its lean operating structure, as well as its dominance in its service area. CSX looks poised to gain from its leverage to intermodal transport and the coal export market, although these things will not save it from recessions; rail operators are particularly sensitive to economic conditions, and we see that as the key risk to owning CSX in the coming quarters as a potential recession looms. Commentary from management has reiterated the risk of lower volume and pricing in the near term in 2024.

Final Thoughts & Recommendation

CSX is now trading ahead of fair value. It could see total annual returns in the next five years of 8.1%, consisting of the 1.3% current yield, 9% earnings growth and 2.1% headwind from the valuation. CSX could therefore be appropriate for dividend growth investors as well as those seeking earnings growth, but the low current yield would make it unattractive for those seeking high current income. Total returns are slightly lower than our previous update, but we continue to rate the stock a hold.

Total Return Breakdown by Year



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Income Statement Metrics

Year	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Revenue	12,669	11,811	11,069	11,408	12,250	11,937	10,583	12,522	14,853	14,657
Gross Profit	3,613	3,544	3,363	3,741	4,773	4,874	4,362	5,140	5,785	5,527
Gross Margin	28.5%	30.0%	30.4%	32.8%	39.0%	40.8%	41.2%	41.0%	38.9%	37.7%
D&A Exp.	1,151	1,208	1,301	1,315	1,331	1,349	1,383	1,420	1,500	1,611
Operating Profit	3,613	3,544	3,363	3,741	4,773	4,874	4,327	5,140	5,785	5,527
Operating Margin	28.5%	30.0%	30.4%	32.8%	39.0%	40.8%	41.2%	41.0%	38.9%	37.7%
Net Profit	1,927	1,968	1,714	5,471	3,309	3,331	2,765	3,781	4,166	3,715
Net Margin	15.2%	16.7%	15.5%	48.0%	27.0%	27.9%	26.1%	30.2%	28.0%	25.3%
Free Cash Flow	894	808	643	1,432	2,896	3,193	2,637	3,308	3,486	3,268
Income Tax	1,117	1,170	1,027	-2,329	995	985	862	1,170	1,248	1,176

Balance Sheet Metrics

Year	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Total Assets	33,053	34,745	35,414	35,739	36,729	38,257	39,793	40,531	41,912	42,408
Cash & Equivalents	669	628	603	401	858	958	3,129	2,239	1,958	1,353
Acc. Receivable	1,129	982	938	793	828	769	700	937	1,051	1,029
Inventories	273	350	407	372	263	261	302	339	341	446
Goodwill & Int.	63	63	63	---	---	---	63	451	502	506
Total Liabilities	21,877	23,077	23,720	21,018	24,149	26,394	26,683	27,031	29,287	30,275
Accounts Payable	845	764	806	847	949	1,043	809	963	1,130	1,237
Long-Term Debt	9,742	10,535	11,293	11,809	14,757	16,238	16,705	16,366	18,047	18,533
Total Equity	11,152	11,652	11,679	14,705	12,563	11,848	13,101	13,490	12,625	12,128
LTD/E Ratio	0.87	0.90	0.97	0.80	1.17	1.37	1.28	1.21	1.43	1.53

Profitability & Per Share Metrics

Year	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Return on Assets	5.9%	5.8%	4.9%	15.4%	9.1%	8.9%	7.1%	9.4%	10.1%	8.8%
Return on Equity	17.8%	17.3%	14.7%	41.5%	24.3%	27.3%	22.2%	28.4%	31.9%	30.0%
ROIC	9.4%	9.1%	7.6%	22.1%	12.3%	12.0%	9.5%	12.7%	13.8%	12.1%
Shares Out.	2,976	2,898	2,784	2,670	2,580	2,334	2,304	2,255	2,141	2,013
Revenue/Share	4.21	4.00	3.89	4.16	4.74	4.99	4.59	5.55	6.94	7.28
FCF/Share	0.30	0.27	0.23	0.52	1.12	1.33	1.14	1.47	1.63	1.62

Note: All figures in millions of U.S. Dollars unless per share or indicated otherwise.

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