# Union Pacific Corporation (UNP) 

Updated October 19th, 2019 by Nathan Parsh Key Metrics

| Current Price: | $\$ 162$ | 5 Year CAGR Estimate: | $4.9 \%$ | Volatility Percentile: | $40.6 \%$ |
| :--- | :--- | :--- | :--- | :--- | :--- |
| Fair Value Price: | $\$ 143$ | 5 Year Growth Estimate: | $5.0 \%$ | Momentum Percentile: | $64.0 \%$ |
| \% Fair Value: | $113 \%$ | 5 Year Valuation Multiple Estimate: | $-2.4 \%$ | Growth Percentile: | $40.8 \%$ |
| Dividend Yield: | $2.4 \%$ | 5 Year Price Target | \$183 | Valuation Percentile: | $33.9 \%$ |
| Dividend Risk Score: | C | Retirement Suitability Score: | C | Total Return Percentile: $23.1 \%$ |  |

## Overview \& Current Events

President Lincoln signed the Pacific Railway Act of 1862 that authorized the Union Pacific Railroad Company to build a rail line west towards the coast from the Missouri River. Today, Union Pacific is the largest railroad company in the country and operates more than 32,000 miles of rail throughout the western two-thirds of the country. Union Pacific transports industrial and agricultural products, as well as coal and chemicals. The company trades with a market capitalization of $\$ 114$ billion and generates $\$ 22$ billion in annual revenues.
Union Pacific reported earnings results for the third quarter on 10/17/2019. The company's earnings-per-share totaled $\$ 2.22$, which was $\$ 0.09$ below estimates, but was an increase of $3.3 \%$ from the prior year. Revenue declined $7 \%$ to $\$ 5.5$ billion, which was $\$ 134$ million below estimates. Union Pacific's operating ratio improved $2.2 \%$ to an all-time best $59.5 \%$. Total revenue carloads dropped $8 \%$ as all product categories suffered during the quarter. Agricultural products had a $1 \%$ decline in revenue and a $2 \%$ drop in volumes as higher demand for biofuels was more than offset by continued weaker grain exports. Revenue for energy shipments was down $20 \%$ while volumes decreased by $15 \%$. Coal remains challenged and local sourcing for frac sand reduced demand for shipments of this product. Premium revenues were lower by $9 \%$ and volumes were down 11\%. Union Pacific saw lower demand for autos and intermodal, with tariffs and trade weighing on results. Industrial revenue was down 1\%, but volumes were higher by $2 \%$. Demand for construction and plastic products was offset by lower lumber and paper shipments. One positive area was the company's operating ratio. Despite declines nearly across the board in revenues and volumes, Union Pacific was able to produce a record operating ratio. Average quarterly diesel fuel price dropped $12 \%$, train velocity improved $10 \%$ and terminal dwell was lower by $20 \%$, all helping to achieve the operating ratio. Union Pacific retired 6.4 million shares at an average price of $\sim \$ 172$. The company also repurchased another 3.2 million shares through its accelerated share repurchase program.

## Growth on a Per-Share Basis

| Year | $\mathbf{2 0 0 9}$ | $\mathbf{2 0 1 0}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 9}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| EPS | $\$ 1.81$ | $\$ 2.77$ | $\$ 3.36$ | $\$ 4.14$ | $\$ 4.71$ | $\$ 5.75$ | $\$ 5.41$ | $\$ 5.07$ | $\$ 5.79$ | $\$ 7.91$ | $\mathbf{\$ 8 . 9 6}$ |
| DPS | $\$ 0.54$ | $\$ 0.66$ | $\$ 0.97$ | $\$ 1.25$ | $\$ 1.48$ | $\$ 1.91$ | $\$ 2.20$ | $\$ 2.26$ | $\$ 2.48$ | $\$ 3.06$ | $\$ 3.88$ |
| Shares $^{\mathbf{1}}$ | 1010 | 983 | 960 | 939 | 912 | 883 | 849 | 816 | 781 | 755 | $\mathbf{7 0 2}$ |

Earnings-per-share have increased at a rate of almost $10 \%$ per year over the past decade, though much of this growth occurred in the years after the last recession. Earnings have increased at a rate of $5.3 \%$ over the past five years. We estimate that Union Pacific will grow earnings-per-share at a rate of $5 \%$ going forward due to revenue growth and continued business efficiency. Applying this growth rate to the company's guidance for 2019 means shares could earn \$11.44 by 2024.
Union Pacific has increased its dividend for each of the past 13 years. The company has been very aggressive in raising its dividend recently. The most recent increase raised the dividend $10.2 \%$ for the payment made 9/30/2019. This marks the fifth $\sim 10 \%$ increase in the last eight quarters. Dividends for 2019 should be $27 \%$ higher than 2018's total.

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Valuation Analysis

| Year | $\mathbf{2 0 0 9}$ | $\mathbf{2 0 1 0}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 8}$ | Now | $\mathbf{2 0 2 4}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Avg. P/E | 14.7 | 13.8 | 14.5 | 14.1 | 16.0 | 17.6 | 18.3 | 17.4 | 19.1 | 18.6 | $\mathbf{1 8 . 0}$ | $\mathbf{1 6 . 0}$ |
| Avg. YId. | $2.0 \%$ | $1.7 \%$ | $2.0 \%$ | $2.1 \%$ | $2.0 \%$ | $1.9 \%$ | $2.2 \%$ | $2.6 \%$ | $2.2 \%$ | $2.3 \%$ | $\mathbf{2 . 4 \%}$ | $\mathbf{2 . 7 \%}$ |

Shares of Union Pacific have decreased $\$ 13$, or $7.4 \%$, since our $7 / 19 / 2019$ update. Shares trade with a price-to-earnings multiple of 18 based off of our expected earnings-per-share for the current year. Union Pacific shares have an average price-to-earnings multiple of 16 over the past decade. If the stock reverts to its average valuation by 2024 , shareholders could see a $2.4 \%$ headwind to total returns over this time frame.

## Safety, Quality, Competitive Advantage, \& Recession Resiliency

| Year | $\mathbf{2 0 0 9}$ | $\mathbf{2 0 1 0}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 8}$ | $\mathbf{2 0 1 9}$ | $\mathbf{2 0 2 4}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Payout | $30 \%$ | $24 \%$ | $29 \%$ | $30 \%$ | $31 \%$ | $33 \%$ | $41 \%$ | $45 \%$ | $43 \%$ | $39 \%$ | $\mathbf{4 3 \%}$ | $\mathbf{4 3 \%}$ |

Union Pacific's earnings were impacted during the last recession. A decline in earnings would be likely to occur in the next recession as many of the products that the company transports, like automotive vehicles, are in high demand when the U.S. economy is strong. Union Pacific's dividend payout ratio has generally stayed below $40 \%$ over the last ten years. We feel that the company is unlikely to expand its dividend payout ratio much beyond current levels. Accelerated dividend growth will likely have to come from higher earnings growth.
Union Pacific is the largest railroad in the U.S. and spans the western two-thirds of the country. This gives the company pricing power for its shipments, as was seen in the most recent quarter due to strong network effects that railroads enjoy. The railroad has stops along both the Canadian and Mexican borders, making Union Pacific an attractive option for businesses looking to ship goods to almost any place in North America.

## Final Thoughts \& Recommendation

After reviewing third quarter results, Union Pacific Corporation is expected to offer a total annual return of $4.9 \%$ through 2024, up from our previous estimate of $3.2 \%$. Every product category experienced a decline in revenue, while just Industrial products saw an improvement in volumes. Even with this, Union Pacific's efficiencies were impressive during the quarter. Shares have pulled back from our last report, but not enough to earn a buy recommendation. We do raise our rating to hold from sell and maintain our 2024 price target of $\$ 183$. On a further pullback, the stock should start to interest income investors, given the company's capital returns via dividends and buybacks.

## Total Return Breakdown by Year



## Union Pacific Corporation (UNP)

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Income Statement Metrics

| Year | $\mathbf{2 0 0 9}$ | $\mathbf{2 0 1 0}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 8}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Revenue | 14143 | 16965 | 19557 | 20926 | 21963 | 23988 | 21813 | 19941 | 21240 | 22832 |
| Gross Profit | 9556 | 10014 | 11187 | 12218 | 13102 | 14753 | 14137 | 13019 | 13993 | 14595 |
| Gross Margin | $67.6 \%$ | $59.0 \%$ | $57.2 \%$ | $58.4 \%$ | $59.7 \%$ | $61.5 \%$ | $64.8 \%$ | $65.3 \%$ | $65.9 \%$ | $63.9 \%$ |
| SG\&A Exp. | 4063 | 4314 | 4681 | 4685 | 4807 | 5076 | 5161 | 4750 | 4984 | 5056 |
| D\&A Exp. | 1427 | 1487 | 1617 | 1760 | 1777 | 1904 | 2012 | 2038 | 2105 | 2191 |
| Operating Profit | 4066 | 4981 | 5724 | 6745 | 7446 | 8753 | 8052 | 7272 | 8061 | 8517 |
| Op. Margin | $28.7 \%$ | $29.4 \%$ | $29.3 \%$ | $32.2 \%$ | $33.9 \%$ | $36.5 \%$ | $36.9 \%$ | $36.5 \%$ | $38.0 \%$ | $37.3 \%$ |
| Net Profit | 1890 | 2780 | 3292 | 3943 | 4388 | 5180 | 4772 | 4233 | 10712 | 5966 |
| Net Margin | $13.4 \%$ | $16.4 \%$ | $16.8 \%$ | $18.8 \%$ | $20.0 \%$ | $21.6 \%$ | $21.9 \%$ | $21.2 \%$ | $50.4 \%$ | $26.1 \%$ |
| Free Cash Flow | 750 | 1623 | 2697 | 2423 | 3327 | 3039 | 2694 | 4020 | 3992 | 5249 |
| Income Tax | 1084 | 1653 | 1972 | 2375 | 2660 | 3163 | 2884 | 2533 | -3080 | 1775 |

Balance Sheet Metrics

| Year | $\mathbf{2 0 0 9}$ | $\mathbf{2 0 1 0}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 8}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Total Assets | 42184 | 43088 | 45096 | 47153 | 49731 | 52372 | 54600 | 55718 | 57806 | 59147 |
| Cash \& Equivalents | 1850 | 1086 | 1217 | 1063 | 1432 | 1586 | 1391 | 1277 | 1275 | 1273 |
| Acc. Receivable | 666 | 1184 | 1401 | 1331 | 1414 | 1611 | 1356 | 1258 | 1493 | N/A |
| Inventories | 475 | 534 | 614 | 660 | 653 | 712 | 736 | 717 | 749 | N/A |
| Total Liabilities | 25383 | 25325 | 26518 | 27276 | 28506 | 31183 | 33898 | 35786 | 32950 | 38724 |
| Accounts Payable | 612 | 677 | 819 | 825 | 803 | 877 | 743 | 955 | 1013 | N/A |
| Long-Term Debt | 9848 | 9242 | 8906 | 8997 | 9577 | 11413 | 14201 | 15007 | 16944 | 22391 |
| Total Equity | 16801 | 17763 | 18578 | 19877 | 21225 | 21189 | 20702 | 19932 | 24856 | 20423 |
| D/E Ratio | 0.59 | 0.52 | 0.48 | 0.45 | 0.45 | 0.54 | 0.69 | 0.75 | 0.68 | 1.10 |

Profitability \& Per Share Metrics

| Year | $\mathbf{2 0 0 9}$ | $\mathbf{2 0 1 0}$ | $\mathbf{2 0 1 1}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 6}$ | $\mathbf{2 0 1 7}$ | $\mathbf{2 0 1 8}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Return on Assets | $4.6 \%$ | $6.5 \%$ | $7.5 \%$ | $8.5 \%$ | $9.1 \%$ | $10.1 \%$ | $8.9 \%$ | $7.7 \%$ | $18.9 \%$ | $10.2 \%$ |
| Return on Equity | $11.7 \%$ | $16.1 \%$ | $18.1 \%$ | $20.5 \%$ | $21.4 \%$ | $24.4 \%$ | $22.8 \%$ | $20.8 \%$ | $47.8 \%$ | $26.4 \%$ |
| ROIC | $7.4 \%$ | $10.4 \%$ | $12.1 \%$ | $14.0 \%$ | $14.7 \%$ | $16.3 \%$ | $14.1 \%$ | $12.1 \%$ | $27.9 \%$ | $14.1 \%$ |
| Shares Out. | 1010 | 983.13 | 959.86 | 938.93 | 912 | 883.37 | 849.21 | 815.8 | 780.9 | 755 |
| Revenue/Share | 13.98 | 16.87 | 19.96 | 21.96 | 23.58 | 26.62 | 25.09 | 23.87 | 26.49 | 30.27 |
| FCF/Share | 0.74 | 1.61 | 2.75 | 2.54 | 3.57 | 3.37 | 3.10 | 4.81 | 4.98 | 6.96 |

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

## Disclaimer

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[^0]:    ${ }^{1}$ In millions of shares
    Disclosure: This analyst has no position in the security discussed in this research report, and no plans to initiate one in the next 72 hours.

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     to the contrary should be made. There is a risk of loss from an investment in marketable securities. Past performance is not a guarantee of future performance.

