

Portec Rail Expands Market Offering With Total Friction Management Program On Canadian Pacific

PITTSBURGH, March 4, 2009 (GLOBE NEWSWIRE) – Years of friction management research and development have converged with refined field-service practices as Portec Rail Products, Inc. (Nasdaq:PRPX) and Canadian Pacific (CP) implement Total Friction Management™, a state-of-the-art rail friction management program featuring new technologies, equipment and practices.

“Since the 1920’s rail lubrication and more recently top of rail friction management have been utilized to improve rail and wheel life. Total Friction Management™ provides one of the most comprehensive approaches we’ve ever applied to reduce the stress-state of a railroad which influences the costs of railroad maintenance and operation, thereby achieving measured substantial economic benefits for our customers. The key benefits of this program were reported in a November 2008, Railway Age article entitled, “Steady as she goes” said Richard Jarosinski, President and Chief Executive Officer - Portec Rail Products.

Total Friction Management™ relies on Portec Rail resources that include Railway Maintenance Products Division, Portec, Rail Products Ltd. and Kelsan Technologies Corp., enabling Portec Rail to leverage its technologies and wheel/rail expertise. The comprehensive program features application of KELTRACK® Top of Rail friction modifier using PROTECTOR® IV application systems to control surface friction, the upgrading of all gauge face lubricators and the addition of remote monitoring with Portec Rail Remote Performance Monitoring™ technology.

Mr. Jarosinski adds, “Heavy-haul freight and passenger systems worldwide are spending millions of dollars per year on fuel and investment in infrastructure components that could have been saved through Total Friction Management™. The Total Friction Management™ model offers the inherent flexibility required to meet the needs and practical constraints of each individual customer. Portec Rail is committed to promoting and supporting this rail friction application and monitoring model in a way that ensures our customers obtain the economic benefits associated with this program.”

Portec Rail Products, Inc., headquartered in Pittsburgh, Pennsylvania, manufactures, supplies and distributes a broad range of railroad products, including rail joints, rail anchors and spikes, railway friction management products, railway wayside data collection and data management systems and load securement systems. The Company's largest business unit, the Railway Maintenance Products Division, operates a manufacturing and assembly plant in Huntington, West Virginia, an engineering and assembly facility in Dublin, Ohio (Salient Systems), and is also headquartered in Pittsburgh. The Company also has two Canadian subsidiaries, one of which is headquartered near Montreal with a manufacturing operation in St. Jean, Quebec and the other headquartered in Vancouver, British Columbia that is a technology and manufacturing facility (Kelsan Technologies). In addition, the Company sells load securement systems to the railroad freight car market through its Shipping Systems Division located near Chicago, Illinois. The Company also manufactures railway products and material handling equipment in the United Kingdom with operations in Leicester, England and Sheffield, England. Portec Rail Products, Inc.'s web site address is <http://www.portecrail.com>.

The foregoing information contains forward-looking statements. The Company cautions that such statements are subject to a number of uncertainties. The Company identifies below important factors that could affect the Company's financial performance and could cause the Company's actual results for future periods to differ materially from any opinions or statements expressed with respect to future periods in any current statements. In particular, the Company's future results could be affected by a variety of factors, such as customer demand for our products; competitive dynamics in the North American and worldwide railroad and railway supply industries; capital expenditures by the railway industry in North America and worldwide; the development and retention of sales representation and distribution agreements with third parties; fluctuations in the cost and availability of raw materials and supplies; currency rate fluctuations; and exposure to pension liabilities. Additional cautions regarding forward-looking statements are provided in the Company's Form 10-K for the year ended December 31, 2007 and Form 10-Q for the period ended September 30, 2008 under the heading "Cautionary Statement Relevant to Forward-looking Statements." The Company does not undertake, and specifically disclaims, any obligation to update or revise any forward-looking statement, whether written or oral, that may be made from time to time by or on behalf of the Company.

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