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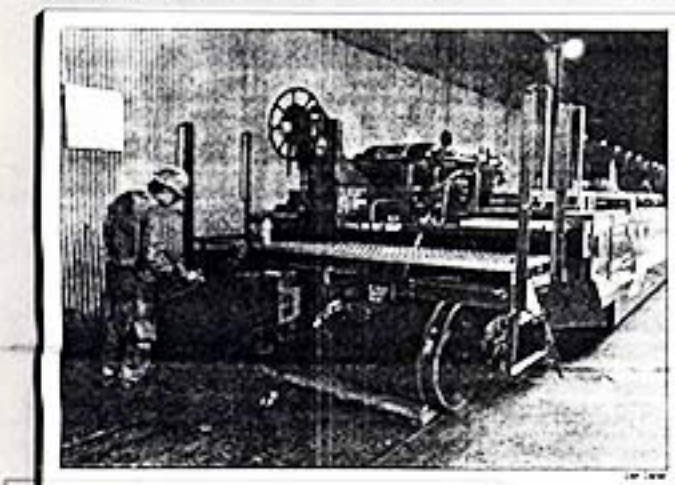

Working on the rail cars

Gunderson Inc., a Portland-based railroad car manufacturer, on this busy place throughout 1990. The company this week announced it signed a contract with Trailer Train Co. of Chicago to produce 700 new rail cars valued at nearly $45 million. To meet the planned production schedule, Gunderson said it plans to add more than 200 people to its work force. The deal with Trailer Train calls for Gunderson to build 500 platforms of a new All-Purpose Stone Car, a heavy-duty rail car capable of carrying materials "highway trailers of a variety of sizes and 100 Mini-Stack 10 double-stack rail car platforms. Above, Gunderson worker Mark Carl paints an articulated car platform for Southern Pacific.

Firm agrees to repair fire-damaged apartments

By KRISTINA BRENNEMAN

The city of Portland has signed a 15-point agreement with California-based CTC Management to launch repairs at the Everett Street Apartments within 30 days.

CTC recently purchased the fire-damaged structure at 2019 N.W. Everett St. and plans to spend $370,000 to return it to top condition. The company has agreed to post $1 million in liability insurance, a $92,500 performance bond and secure the building on a daily basis. CTC also must submit its plans for city review.

If the company fails to meet the guidelines, the city has authority to seek demolition and civil penalties of $250 a day.

"My confidence is high they will perform the work," said city building inspector John Duckworth, who canceled a demolition hearing following the purchase.

City inspectors were set to tear down the Everett Street property until CTC stepped in with a purchase and rehabilitation offer. The 18-unit building was sold by San Francisco owner Jonathan Bulkley.

CTC, which has developed several properties in Southern California, plans to acquire several local apartment buildings and open an office in the Portland area, said company president Perry Raanan. He said he also is investigating the Skyline area for construction of high-end single-family homes.

CTC has developed Burbank's Warner Electric Building and Marriott Hotel in Orange County and numerous upscale housing projects in the Los Angeles area.

Bill targeting penny stock fraud attracts supporters

By DAN McMILLAN

Legislation recently introduced by Rep. Ron Wyden, D-Ore., and a pair of his colleagues is needed to cut down on fraudulent "penny stock" activities, but some legitimate companies might be hurt by guilt through association, said several members of the Portland investment community.

Though concerned about the effect the proposed legislation might have on small companies trying to raise equity capital legitimately, all of the sources contacted for this story said penny stock fraud is a serious problem and some action needed to be taken.

The legislation, introduced last week by Wyden and Reps. Edward Markey, D-Mass., and Matthew Rinaldo, R-N.J., is intended to increase risk disclosure, give regulators additional tools to bar penalized penny stock practitioners from further involvement in the field, and creates a new system of review.

Penny stocks commonly refer to publicly traded securities valued at less than $5 per share that are not listed on an exchange or National Association of Securities Dealers quoted markets. Most penny stocks trade for less than $1 per share.

Among other things, the "Penny Stock Reform Act of 1990" seeks to curtail the involvement in penny stock sales of individuals who are barred from working as brokers and dealers, or who have been removed from exchange and NASD members.

According to the legislation, these individuals often act as so-called "promoters" or "consultants" for penny stock issues, thereby avoiding Securities and Exchange Commission sanctions and formal registration requirements.

The bill also would:

- Require brokers to provide

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Club's thirst for parking revives other issues

By KRISTINA BRENNEMAN

Multnomah Athletic Club's recently announced plans to overhaul a former Riviera Motors auto body shop and garage have revived neighborhood and city officials' concern about the club's ever-expanding boundaries.

To meet growing parking demands, the prestigious club intends to spend $75,000 to convert the three-level garage at 826 S.W. 21st Ave. as parking for its 350 employees and a laundry.

The improvements hinge on approval of a conditional-use permit by the city's land-use hearings officer within the next 15 days, following an April 9 public hearing.

Parking pressure at MAC has increased dramatically over the past five years, not because of rising membership rolls but as a result of the fitness craze and improved junior programming efforts, said Steve Tidrick, the club's general manager. MAC employees and the club's 14,500 members now use the club's 540-space garage at Southwest 19th and Salmon streets, built in 1963.

"Our membership is dramatically more active," Tidrick said, adding that "there is tremendous pressure at peak periods."

Tidrick said he is uncertain if the new employee garage will completely alleviate MAC's parking problems, but it will improve a parking and traffic problem that "could be more serious."

"It's a win-win situation," he said.

The city's planning department recommends approval of the permit but is requiring MAC directors to meet more than 15 conditions, including a revised master plan, pedestrian warning devices, increase car pool use and an increase from 25 percent to 50 percent of its subsidy for transit passes.

"They've been looking at expanding the club, parking and

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