

**LEGISLATIVE COUNCIL**

Tuesday, August 13, 1968

The PRESIDENT (Hon. Sir Lyell McEwin) took the Chair at 2.15 p.m. and read prayers.

**QUESTIONS****RAILWAY SERVICES**

The Hon. A. J. SHARD: I understand the Minister of Transport has a reply to a question I asked on July 31 about whether the proposed closing of any railway line should be referred to the Public Works Committee.

The Hon. C. M. HILL: Under the provisions of section 10 of the Road and Railway Transport Act, 1930-64, the Transport Control Board is empowered to conduct inquiries into the closing of the whole or any part of any line of railway. Following its inquiries, the board may by order declare that a line of railway or part thereof shall be closed from the date mentioned in the order. Under the provisions of the same section the board cannot make an order to close a line or part of a line (a) unless the board gives notice to the Parliamentary Standing Committee on Public Works of its intention to make the order; (b) if the Parliamentary Standing Committee on Public Works reports to the board within 28 days after receiving the notice that it is expedient to keep the line or part of the line open.

The position is that the board makes inquiries and investigations into the closing of a line or part of a line. This normally involves hearing evidence from the South Australian Railways Commissioner and from any parties whose interests may be affected by the closing of the line. If, as a result of its investigations, the board considers the line should be closed, it then follows the procedure I have already mentioned and gives notice to the Public Works Committee, which can then also investigate the matter, take evidence, and decide whether the committee objects to all or part of the order proposed to be made by the Transport Control Board. The right of action of the Parliamentary Standing Committee on Public Works is limited to within 28 days after receiving notice from the Transport Control Board.

If a railway line is closed, action is subsequently taken to place a Bill before both Houses of Parliament to dispose of the assets of that line. If Parliament passes such a Bill the line can then be taken up and the assets of that line disposed of. It may help

the honourable member if I say that the Railways Commissioner can adjust services on a line without reference to the Transport Control Board or the Parliamentary Standing Committee on Public Works. In fact, on the Willunga line only one train a week operates, but this line is not yet closed in a legal sense. To close this line, the procedures I have already outlined will have to follow.

**YORKETOWN AREA SCHOOL**

The Hon. M. B. DAWKINS: I seek leave to make a short statement prior to asking a question of the Minister representing the Minister of Education.

Leave granted.

The Hon. M. B. DAWKINS: My question refers to the Yorketown Area School, which has operated, as have a number of other schools, under difficult and crowded conditions. My colleagues and I inspected it some time ago, and I believe that improvements were effected later. Some further improvements, however, are needed, and I believe that some renovations and extensions were promised to a deputation that waited on the then Minister. Will the Minister of Local Government ask his colleague when these necessary improvements are likely to be made?

The Hon. C. M. HILL: Yes.

**VIRGINIA WATER SUPPLY**

The Hon. L. R. HART: Has the Minister of Agriculture obtained from the Minister of Works a reply to my question of July 31 regarding improvements to the reticulated water supply to Two Wells and Virginia?

The Hon. C. R. STORY: My colleague points out that the township of Two Wells has had a reticulated water supply for many years. This township supply, which has been extended from Gawler, is of limited capacity and not capable of any further extension, so much so that for a number of years there has been a ban on additional indirect services. In recent years there has been a number of requests from landholders in the Two Wells-Virginia area for extensions of main to their properties mainly for market gardening purposes. The whole concept of the water scheme being developed by the department is on the basis of supply to the small urban areas and of domestic and stock water to rural lands. Proposals are not being developed with irrigation in mind, and the scheme will provide services as set out in the by-laws and regulations under the Waterworks Act. It is expected that a scheme will be ready for submission to the Public Works Committee

before the end of 1968. If the scheme is approved it is hoped that a start will be made before the end of the financial year.

#### KULPARA SCHOOL

The Hon. C. D. ROWE: Has the Minister of Local Government obtained from the Minister of Education a reply to my question of July 31 regarding the possibility of obtaining a new schoolhouse at Kulpara?

The Hon. C. M. HILL: My colleague reports:

The Education Department is aware of the unsatisfactory condition of the Kulpara School residence and attached classrooms. The present headteacher, when offered promotion to Kulpara in February this year, was informed that a residence would not be available at least for some time, and he accepted the position on that condition. Earlier this year an offer was made to the department of a privately owned residence at Kulpara, but on inspection this was found to be unsatisfactory. An approach has since been made to the South Australian Housing Trust for advice as to whether it holds land at Kulpara on which a new residence could be built, and also concerning the estimated cost of such a residence. When this information is received, Cabinet approval will be sought for an order to be placed with the trust for a new residence.

It is proposed to demolish the existing residence and attached classrooms. There is already one timber classroom at the school and it is proposed to provide another and other necessary accommodation. The district inspector has been asked to report on requirements. There are no plans for closing this school. It is known that any suggestion to consolidate it with a neighbouring school such as Kadina or Bute would be resisted by the majority of the parents.

#### SCHOOL BUS

The Hon. V. G. SPRINGETT: Has the Minister of Local Government obtained from the Minister of Education a reply to my question of July 30 regarding the school bus service in the Blackford Flat area of the South-East?

The Hon. C. M. HILL: My colleague reports:

It appears from the honourable member's question that there are some parents in the Blackford Flat area who desire the bus route extended to pick up children closer to their homes. However, there have been no recent requests to extend the route to assist isolated children, although there was an application to divide the route into two services to improve the time table of the children travelling on the bus. If parents require the route to be extended, they should submit an application to the Education Department giving details of the bus route extension desired, and of the children who would benefit by it. When this information is received, the department will consider it.

#### TEACHERS COLLEGES

The Hon. M. B. DAWKINS: Has the Minister of Local Government, representing the Minister of Education, a reply to the question I asked on July 23 regarding the provision of teachers colleges, and particularly the Western Teachers College?

The Hon. C. M. HILL: The Minister of Education reports that it appears unlikely the Adelaide Gaol site will be available until some time after 1971 and, therefore, other sites for Western Teachers College, which were considered prior to the offer of the gaol site, are again being actively considered. A start will be made on a new Western Teachers College as soon as practicable. However, no precise date can be given until the availability of a site and the date of availability of funds for building are known.

#### ABATTOIRS

The Hon. L. R. HART: On July 25 I asked the Minister of Agriculture a question regarding a statement by the Chairman of the Metropolitan and Export Abattoirs Board (Mr. Joseph), who alleged that consignments of soiled and rotting carcasses of meat were being brought into South Australia, and incorporated in that question was the matter of inspection charges. Has the Minister a reply to the question?

The Hon. C. R. STORY: I have taken up the matter with Mr. Joseph, the Chairman of the Metropolitan Abattoirs Board, and I now have the following reply:

The meat referred to has come from all the States of the Commonwealth and New Zealand as well as from Port Lincoln. Under the conditions of permits issued by the board pursuant to section 77 of its Act all meat brought into the Metropolitan Abattoirs area must be accompanied by a certificate of a properly qualified meat inspector and, in accepting a signed certificate, the board's inspector assumes that the necessary ante-mortem and post-mortem inspection procedures have been carried out at the place of slaughter.

The inspection fees now levied on meat imported into the board's area pursuant to permits granted by the board, or where the board is required to provide inspection services, were fixed by the board in an attempt to recoup the losses previously sustained by the board in the provision of the inspection services required. The board will review the new inspection fees at the end of the first year of their application and operation. It should also be noted that the new fees have the support of the producers and trade representatives on the board.

In amplification, the board, by regulation, has the right to fix fees for inspection of all

meat coming into the area, under which the board issues a permit. Some fees are fixed at 1c a pound of meat entering the area, but this would apply mainly to meat coming from other States. In the case of some permits issued by the Minister of Agriculture to meatworks set up within the State, the Minister has the right to determine terms and conditions. When I came into office these terms and conditions had already been set; in fact, they took effect two days after I assumed office. With one exception, I have not at the moment seen fit to vary the conditions that were made in those permits. The exception was in the case of a decentralized industry at Port Lincoln. This, of course, is a Government meatworks, and also it is vital to the future development of the meat trade on Eyre Peninsula. I took action only today to reduce the charge imposed by the abattoirs because, in my opinion, they have no legal right to fix that charge. I have reduced the charge from 1c a pound proposed by the board to one-eighth of a cent. I would like to explain that meat coming from Port Lincoln has a freight disability of 1.2c a pound before it leaves the works. It is inspected under export conditions, and for it to have to bear an additional impost of 1c a pound for inspection in the metropolitan area would seem to me to be tantamount to putting out of operation a decentralized meatworks in which the Government has an investment of some \$1,500,000. I have therefore taken that action.

The Hon. L. R. HART: I thank the Minister for his reply. The Chairman of the Abattoirs Board referred in his statement to soiled and rotting meat. Of course, there is a vast difference between soiled meat and rotting meat. Rotting meat seems to be a class of meat that has come into this area only recently, and obviously there must have been a breakdown in inspection services somewhere if rotting meat could come in from works as close as Port Lincoln, because it takes only a matter of hours for meat to come from Port Lincoln to the metropolitan area. As I think we should clear up the question where the rotting meat has come from, will the Minister ascertain that information from the Chairman of the board?

The Hon. C. R. STORY: I do not want to pursue this question unduly, because I do not think it is a good thing to have it bandied about the country that the metropolitan area is receiving putrefied and rotting meat. On one occasion (from memory, it was October 1 last

year) a load of meat from a South Australian meatworks was condemned by inspectors. Some peculiar circumstances were involved with this consignment of meat, which was immediately condemned. There have been odd instances of single carcasses being considered by the inspectors as unfit for human consumption and being rejected. A large consignment of about 70 carcasses was rejected, I think on the date I mentioned, but I have no recent evidence of any large-scale problem in this matter. I agree that the South Australian public, particularly the people in the metropolitan area, should not be exposed to any real problem with rotting meat. We have our inspectors. I take it that what the honourable member is endeavouring to highlight is that perhaps we are paying too much for them.

#### PUBLIC WORKS COMMITTEE REPORTS

The PRESIDENT laid on the table the following reports by the Parliamentary Standing Committee on Public Works, together with minutes of evidence:

Clovercrest Primary School,  
Marden High School.

#### JOINT COMMITTEE ON CONSOLIDATION BILLS

A message was received from the House of Assembly requesting the concurrence of the Legislative Council in the appointment of a Joint Committee on Consolidation Bills.

The Hon. R. C. DeGARIS (Chief Secretary) moved:

That the Assembly's request be agreed to and that the members of the Legislative Council to be members of the Joint Committee be the Chief Secretary, the Hon. Sir Arthur Rymill, and the Hon. A. J. Shard, of whom two shall form the quorum of Council members necessary to be present at all sittings of the committee.

Motion carried.

#### NURSES REGISTRATION ACT AMENDMENT BILL

The Hon. R. C. DeGARIS (Chief Secretary) obtained leave and introduced a Bill for an Act to amend the Nurses Registration Act, 1920-1966. Read a first time.

The Hon. R. C. DeGARIS: I move:

*That this Bill be now read a second time.*

It reduces the age for enrolment of dental nurses from 18 to 17 years. The training course for dental nurses is for a period of 12 months so that, in effect, training does not, under the Act as it now stands, commence in

practice until a person is 17 years of age. The proposal is that commencement of the course may start at the age of 16, successful trainees being enrolled as qualified dental nurses at the age of 17. The amendment has been recommended by the Nurses Board for the reasons that (a) by the time an interested potential dental nurse trainee has reached the age of 17 she may already be established in a position and feel reluctant to relinquish it to undertake a course not necessarily offering an opportunity for employment; (b) trainee dental nurses are not required to accept the same degree of

responsibility for patient care as trainee nurses generally. The board has pointed out that, if a girl commenced her training at the age of 16 years and then decided she was not suitable for nursing, she would still be young enough to train for another profession.

The Hon. A. J. SHARD secured the adjournment of the debate.

#### ADJOURNMENT

At 2.44 p.m. the Council adjourned until Wednesday, August 14, at 2.15 p.m.