



FROM: I T MAYE
SECURITY POLICY AND
OPERATIONS DIVISION
15 JANUARY 1990

cc PS/Secretary of State - B
PS/Minister of State - B
PS/Ministers (B&L) - B
PS/PUS (B&L) - B
PS/Sir K Bloomfield - B
Mr Ledlie - B
Mr Burns - B
NI Perm Secs
Mr A Wilson - B
Mr Miles - B
Mr Bell - B
Mr Wood (B&L) - B
Mr J McConnell - B

1. Mrs Collins (Signed JMCK for CRC 15/1)
2. Mr R Wilson - *B/90 in Hayes.*

SECRETARY OF STATE'S MEETING ON TUESDAY 16 JANUARY 1990 WITH
MR MALLON

I understand that the Secretary of State is to meet a delegation headed by Seamus Mallon on Tuesday 16 January to discuss the regeneration of the Newry and Armagh areas. As the economic well being of any particular area in Northern Ireland is inextricably linked to the security situation I thought that the Secretary of State should be briefed on topics which are of particular concern to those who live in the Newry and Armagh areas.

2. I attach briefing covering:-
 - a. Border Crossing Points and, in particular, the Newry to Dundalk Road about which Mr Mallon recently wrote to the Minister of State (Annex A).
 - b. The campaign to disrupt the rail network on which Newry is heavily dependent (Annex B).
 - c. Significant security incidents in 1989 in the RUC Division covering Newry and Armagh (Annex C).

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d. Complaints from Seamus Mallon (Annex D).

3. If I can be of any further assistance please do not hesitate to contact me.

(Signed)

IAN MAYE
SH Ext 257

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BORDER CROSSING POINTS

a. Closed BCPs)

Line to take

BCPs in this area of the border have not featured in Sinn Fein's recent politically inspired campaign of re-openings. BCP 12 (Kilnassagart Road) was interfered with sometime ago however this is a very minor road of little strategic or tactical importance. It falls into category three of the RUC's general groupings and, whether opened or closed, it poses relatively little threat to community stability or security policy.

Background

The Secretary of State is aware of the recent campaign to reopen closed BCPs. In that portion of the border flanking Newry and Armagh there has been very little activity of this kind, the one exception being BCP 12 (Kilnassagart Road) which was interfered with some time ago. It is of little importance in either security or economic terms and has not been controversial locally.

b. Newry/Dundalk Road

Line to take

I can assure you that the security forces clear roads which have been closed due to security incidents as quickly as possible but I am sure you will appreciate that such roads can only be re-opened once the security forces are absolutely certain that there is no danger of ambush by terrorists. Surveillance on the Newry to Dundalk Road is of the utmost importance and I shall be discussing this matter at the next meeting of the Anglo-Irish Conference; any comments you might wish to make will be extremely helpful.

Background

1. The Newry to Dundalk Road is a frequent target for terrorists and it has been closed on many occasions in recent years while the security forces clear the area. It is an important economic link between the Republic and Northern Ireland and its closure, for whatever reason, incurs substantial opportunity costs.
2. Seamus Mallon rang Minister of State's Office before Christmas to express his anger at the continued closure of the Newry/Dundalk Road. His call was transferred to SPOB and he made a number of points which are recorded in the attached submission from Mrs Collins to PS/Minister of State. In it a meeting with Mr Mallon and several of his constituents was recommended at some locations in or around Newry to discuss with the whole issue of border security and policing in Border areas. It is, therefore, unlikely to be raised at this meeting but, if it is, the Secretary of State should say that he is aware of Mr Mallon's request and understands that John Cope will be writing very shortly.

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FROM: CHRISTINE COLLINS
Security Policy and Operations Division
12 January 1990

cc PS/Minister of State (L) - B
PS/PUS (B&L) - B
Mr Wilson - B
Mr Bell - B
Mr J McConnell - B

PS/Minister of State (B)

MR MALLON: CLOSURE OF NEWRY/DUNDALK ROAD AND POLICING OF BORDER AREA

Mr Mallon phoned the Minister's office on the afternoon of Friday 22 December to express his anger at the continued closure of the Newry/Dundalk Road, which was closed on Sunday 17 December following the hijacking and abandonment of vehicles at Donnelly's Garage. The call was transferred to SPOB.

2. Mr Mallon although extremely irate, made a number of interesting and useful points, including:

- (i) the residents of this particular part of the border suffer great inconvenience as a result of the current extradition procedures, because each extradition results in their area being cordoned off for days at a time;
- (ii) the normal policing of the area is grossly inadequate, with little police interest in routine matters such as burglary, etc;
- (iii) the hijacking and subsequent road closure was regarded locally as a dual purpose incident, aimed firstly at diverting shoppers away from legitimate businessmen (presumably in Newry) and into illegitimate businesses (presumably in Dundalk or elsewhere);

(iv) the length of closure was completely intolerable since the Security Forces had such superb surveillance facilities available to them that anything moving on that road should be clearly visible, and so easily dealt with.

3. He also repeated in strong terms the accusation that the Security Forces' slowness to respond was purely and simply a measure of their dislike for the Nationalist people, with the very clear implication that the Security Forces still discriminated covertly, regardless of any disclaimers.

4. After I had explained to him at length, and not to his entire satisfaction, the difficulties faced by the Security Forces in dealing with incidents which were considered likely to be nothing more than ambush attempts, and had reassured him that action was in hand to clear the area, Mr Mallon returned to the point about the inadequacies of policing in this particular area, and asked for his call to be officially recorded, and formally requested a meeting between the Minister, himself, the Police and the Army in the area, so that the Minister could see for himself the difficulties facing his constituents in this particular section of the border. He considered this to be the only means left which he had not already tried to get some constructive action on these problems, although he was in no doubt that "they" would not let the Minister anywhere near this particular scene.

5. Mr Mallon rang the Minister's office again on 5 January, this time to complain about the failure of British Telecom to repair cables damaged by the Army during renovations at the PVCP at Killeen, the scene of the earlier road closure. Having established that there were in fact two faults, one caused by the Army and now repaired, within the boundary of the PVCP, the other elsewhere, being worked on by BT, and of uncertain origin, I rang Mr Mallon to pass on the information. He reiterated his previous points, and

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added that BT employees were now "scared stiff" of going to repair faults in the area. He said again that a meeting at the scene was the only way to bring home to the Minister his constituents valid concerns about the disruption to their lives caused by the combination of terrorist activity, Security Forces activity, and ordinary criminal acts which the RUC seemed to have no stomach for combating.

6. I undertook to pass on his remarks.

Suggested Action

Mr Mallon's points about the disruption to the lives of his constituents caused, inter alia, by inadequate surveillance equipment on the Newry/Dundalk Road, and by the Irish procedures for extradition cases, present an interesting new way of pursuing our case for increased co-operation with the Irish on these matters. It would be a powerful argument that we seek changes to Irish attitudes not only because of our need on strict "security" grounds for such co-operation, but also to allow ordinary people to carry on their lives in a relatively undisturbed manner.

Clearly, the Minister would be in a strong position to make these points if he had personally seen the area, and spoken, perhaps not only to Mr Mallon as its elected representative, but also to some of those principally affected - for instance, the garage owners and local residents whose lives have been so disrupted over recent years.

Additionally, Mr Mallon's assertion that there is no Government interest in maintaining normal life in predominantly Nationalist areas could most effectively be countered by the appearance of the Minister, in the same way that the visit to Lisburn in the aftermath of the pre-Christmas car bomb undoubtedly demonstrated Government support for the (in that case, predominantly Unionist) inhabitants in their struggle to maintain normal life against terrorist threats and activities.

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Mr Mallon's representations on this occasion provide an opportunity for the Minister to combine his expressions of support for the Security Forces through the series of visits, with the equally important task of ensuring that the local population of whatever persuasion are in no doubt both of Government support for them in their endeavours to lead a normal life, and of the real difficulties and dangers faced by the Security Forces in countering terrorism, and in carrying out the normal policing tasks which citizens have a right to expect.

This could be most appropriately done by the Minister making a visit to the Police in Newry, and to the Army at the border, as part of his on-going programme of Security Force visits, combined perhaps with a lunch, attended by Security Force Commanders, Mr Mallon, and perhaps those constituents of his most closely affected by the recent incidents. I understand these to have included well respected local businessmen, a doctor, and others of some standing in the community.

If a visit is to take place, it should be soon, as it is important to gain the initiative, and also to allow the Minister to be fully briefed "from the horse's mouth" in advance of the next Conference.

If agreed, a visit might usefully follow the GOC and Chief Constable's briefing on the border.

The security implications of such a visit have been discussed briefly with both HQNI and RUC Security Section, neither of whom foresaw insuperable difficulties.

A draft letter, which serves as a reply to Mr Mallon's letter of 2 January, is attached for consideration.

[SIGNED]

CHRISTINE COLLINS

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DRAFT LETTER

FILE NUMBER MC7774

ADDRESSEE'S REFERENCE

<u>To</u>	<u>Enclosures</u>	<u>Copies to be sent to</u>
Seamus Mallon MP 5 Castleview Markethill ARMAGH		

LETTER DRAFTED FOR SIGNATURE BY MINISTER OF STATE

Thank you for your letter of 2 January, and for drawing my attention to the problems faced by your constituents in the Killeen area, as a result of the ongoing terrorist campaign.

As you know, I am determined to visit all parts of Northern Ireland, and to see as much as I can at first hand of the difficulties facing us in the struggle against terrorism. I would very much appreciate the opportunity to meet you and some of your constituents during one of these visits to hear their concerns. Equally, I am sure that the police and Army commanders in the area would welcome the opportunity to explain the difficulties which they face in ensuring that their

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operations can be carried out safely, not only as far as the lives of their personnel are concerned, but also with the minimum of danger and inconvenience for the local residents.

Perhaps we might have a word?

JOHN COPE

Minister of State

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CAMPAIGN TO DISRUPT THE RAIL NETWORK

Line to take

There is no doubt that the rail link between Belfast and Dublin is of great importance to people on both sides of the border. Those who seek to disrupt it not only cause needless hardship and inconvenience but also put lives at risk. The security forces do all in their power to protect the railway network from attack. The railway represents an ideal extended target for terrorists and I am afraid that it cannot be totally secured except at exorbitant cost in terms of money and manpower and without in fact increasing its value as a target for terrorists.

Background

In summary, it is impossible to protect the rail network from attack. It represents an ideal extended target for terrorist operations and cannot be secured except at exorbitant cost in terms of both money and manpower, and without increasing its value as a terrorist target.

2. When the line is attacked, by threat or otherwise, the security forces use their best endeavours to clear it as soon as possible. But they must proceed with utmost caution in view of the possibility of multiple booby traps and ambush. There is a real and immediate danger to life; lengthy closures are therefore inevitable following bomb warnings.

3. The cost of disruption to NIR and the community at large is considerable; NIR estimate additional costs and lost revenue totalling about £1m/year.

Should the Dublin/Belfast line be forced to close, about 160 jobs would be directly lost from the two companies (NIR and IE its southern counterpart). Indirect costs to the economy are difficult to quantify, but would be very considerable (in excess of £10m for transfer of traffic to roads alone).

4. The Secretary of State should also be aware of the US State Department's travel advice issued on 22 August which warns travellers of possible delays and disruption as a consequence of the PIRA campaign.

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- 1989 H DIVISION - SIGNIFICANT INCIDENTS IN 1989
- 3 February Two bombing devices exploded on the Kilnasaggart Bridge. Garda informed the RUC that the railway line had been damaged 200 metres south of the bridge. Train services were suspended.
- 17 February An IED detonated in the vicinity of the railway line at Kilnasaggart Bridge, Newry. The line had been closed for nearly two weeks following a previous explosion on 3 February.
- 19 February The Army located a CWIED in the vicinity of Kilnasaggart Railway Bridge, South of Newry.
- 2 March An IED detonated on the Belfast to Dublin railway line 350 metres north of Newry. Rail services were temporarily suspended.
- 20 March Chief Superintendent Harry Breen and Superintendent Robert Buchanan were ambushed and subsequently killed by terrorists at Jonesborough on their return from a meeting with Garda in Dundalk, ROI.
- 11 April An explosion was reported by a number of military patrols in the area of the railway line in Newry. Following telephone calls claiming that several devices had been planted on the line train services were suspended.
- 12 April Miss Joanne Reilly was killed when a van bomb exploded in the builder's yard where she worked beside Warrenpoint RUC Station. Thirty-one civilians and 9 RUC officers were injured. No prior warning had been given but 4 telephone calls were received after the explosion. The device contained approx 1350 lbs HME. PIRA claimed responsibility.
- 13 April Mr Paul Kane was extradited from the Republic of Ireland. There were no incidents in the vicinity of the transfer.
- 16 April After the clearance operation at Newry Railway Station the railway line between Belfast and Newry was reopened but the line further south of Newry remained closed.
- 4 May Mr John Griffiths, who was a prison officer, was killed when an IED exploded in his car outside his home at Loughgall, on his way to work. PIRA claimed responsibility.

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- 4 May Corporal Stephen McGonigle was killed when an IED exploded in a parked car as his foot patrol passed by on the Silverbridge to Newry Road, South Armagh. Three other soldiers received minor injuries and two civilians were treated for shock. PIRA claimed responsibility.
- 14 May Four mortars were fired at Glassdrumman Observation Post, South Armagh. Three exploded in the area, and one was made safe by ATO. There were no injuries and no damage caused.
- 1 June A soldier and a policeman were taken to hospital (NSI) after they had been injured in a gun attack on their foot patrol in Derrybeg Estate, Newry. Three persons were arrested.
- 18 July The body of John McAnulty, a Warrenpoint businessman, was recovered from Loughross Road, Crossmaglen. Mr McAnulty had been abducted by PIRA outside the Rosewood Country Club in Co Louth of 17 July. The PIRA admitted that they killed Mr McAnulty because he was a police informer.
- 28 July An IED exploded on the railway line between Newry and the border. There were no casualties but the line was closed pending a clearance operation.
- 29 July A van IED containing 280 kg of HME detonated at the Customs Post, near Newry. The Customs Post suffered major damage and four civilians were treated for shock. Four telephone warnings were received.
- 30 July An IED detonated at North's Garage, Wattle Bridge, causing superficial damage to the building. There were no injuries. Prior to the explosion the RUC received a telephone warning of the device but they declared it a hoax.
- 1 August A bomb containing 150 lbs of HME was located by the security forces behind a fence at Newry Road, Crossmaglen.
- 8 August Following a number of anonymous telephone warnings an IED was located and cleared between the main Dublin-Belfast railway line, Newry.
- 15 August An anonymous telephone call to the Samaritans in Armagh stated that 2 vehicles had been left outside the Mall and Customs House in Armagh and that the devices in both cars would detonate in one hour.

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The device outside the Mall exploded and completely destroyed the service station and caused considerable damage to nearby buildings but there were no casualties. The device contained between 100 and 200lbs of HME.

The device outside Customs House was successfully recovered it contained 50lbs of ANFO, 8lbs of ANNIE, 1 TPU and 1 detonator.

- 17 August Following an anonymous telephone warning of a device on the railway line outside Newry the line was closed.
- 25 August Mr Laughlin Maginn (RC) was shot and fatally wounded by one of 4 gunmen who broke into his home at 2 Lizzize Road, Rathfriland. The UFF claimed responsibility stating that Mr Maginn was a liaison officer for PIRA.
- 28 August The railway line between Newry and Dundalk was closed following a telephone call to the Samaritans warning of a device on the line.
- 1 September The railway line between Portadown and Newry was closed following an anonymous telephone call to Portadown Station warning of 3 devices on the line.
- 6 September The railway line between Newry and Portadown was closed following three telephone calls to a news reporter, Daisy Hill Hospital and the Samaritans in Newry, warning of bombs on the line between Craigmore and Newry.
- 26 September The railway line between Newry and the Border was closed following an explosion on the Newry line. A telephone call warning of the device had been made to the Daisy Hill Hospital.
- 20 October Con Michael MARSHALL was shot and fatally wounded when his RUC vehicle was ambushed by gunmen as it travelled through Belleek, in South Armagh. A second officer was also wounded. The PIRA claimed responsibility.
- 26 October Three mortars were fired at Crossmaglen joint SF base - the Sangar was extensively damaged in the attack but no casualties were reported.
- 30 October Train services between Newry and Dundalk were suspended following warnings of devices on the railway line.

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- 1 November Following anonymous telephone calls warning of devices on the railway line between Newry and the border train services were suspended.
- 17 November L/Cpl David Halligan (P/T UDR) was shot and fatally wounded when he was ambushed by gunmen shortly after he left Drumadd Barracks, Armagh where he worked in a civilian capacity as a storeman. The PIRA claimed responsibility.
- 18 November L/Cpl Stephen Wilson, Pte Matthew Marshall and Pte Donald Macauley of 3 PARA were killed when an IED placed in stone wall by the roadside north of Mayobridge, near Newry detonated as a 2 vehicle military mobile patrol passed by. A colleague, Pte Lee Manning was SI in the blast. The device was estimated to contain between 220lbs-440lbs of HME. The PIRA claimed responsibility.
- 30 November Train services between Newry and Dundalk were suspended following an anonymous telephone call warning of 3 devices on the line.
- 1 December The railway line between Newry and Dundalk was reopened after the 2 suspect devices were declared hoaxes.
- 4 December Railway services between Poyntzpass and Dundalk were suspended following the discovery of a suspicious package on the line.
- 5 December Railway services between Poyntzpass and Dundalk were resumed when the device was declared a hoax.
- 17 December Services between Newry and Dundalk were suspended following an anonymous telephone call warning of a device in a car under a railway bridge in Newry. The RUC reported that a vehicle was parked under the bridge, however the line remained closed.

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COMPLAINTS AGAINST THE SECURITY FORCES

Line to take

I can assure you that all complaints against the security forces are thoroughly investigated by the RUC and Army authorities. Where complaints are substantiated appropriate disciplinary action is taken against those involved. If you do become aware of any specific incidents you must, of course, feel free to bring it to the GOC, the Chief Constable, to me, or to my colleague John Cope for investigation.

Background

Mr Mallon is a frequent complainant about the conduct of the security forces who, he has claimed, discriminate both covertly and overtly against the Nationalist people.

It is unlikely, given the composition of the delegation and the main topic for discussion, that Mr Mallon will raise the general topic of security force behaviour or, less likely still, specific incidences of security force behaviour. However, should he do so our line is simple: we investigate all complaints brought to our attention.