

BHP Iron Ore Railway Frequencies P25 non-encrypted system			
TGID	Allocation	TX Freq	TX Freq
101	Hedland Control 67-260km	162.9375	164.0625
102	Newman Control 260-384km	162.9875	164.0875
103	Yard Control	163.0125	164.1125
104	Hub Control 384km - Newman	163.0875	164.1375
106	6PG, FI and NP to 67km	163.1125	164.2375
201	CD1	163.1375	164.2750
202	CD2	163.1875	164.2875
203	CD3	163.2375	164.3125
211	Loco Service Shop	163.2625	164.3250
213	CD4	163.2750	164.3375
214	CD5	163.2875	164.3875
301	Examiners	163.3000	164.4375
302	Boodarie Examiners	163.4500	164.4750
303	Boodarie Shunt	163.4750	164.4875
401	Mooka Shunt	163.5000	164.5125
402	Mooka Shunt	163.5625	164.5250
406	Steel Train	163.6000	164.5375
409	Steel Train	163.6125	164.5625
413	Boodarie Examiners	163.6375	164.6000
414	Hedland Examiners	163.6875	164.7125
415	Loco Service Shop	163.7125	164.7625
605	Steel Train	163.7625	164.7875
		163.8000	164.8000
		163.8250	164.8875
		163.8375	164.9000
		163.8500	164.9250
		163.8625	164.9625
		163.9125	165.0125
		163.9250	165.0250
		163.9375	165.0375
		163.9500	165.0750
		163.9625	165.0875
		163.9750	165.1125
		164.0000	165.1375
		164.0375	165.1500
		164.0500	

You'll need a trunk tracker style of scanner to receive this network. The Uniden 996T or UBCD436PT are useable.

Roy Hill and FMG both use a currently unscannable Tetra digital radio system.

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Rio Tinto Iron Ore Railway Frequencies				
Channel	Allocation	Base TX	HH Ch	Base RX
10A	West Control	486.525	2-21	481.325
10B		488.400	2-22	
10C		487.950	2-23	
10D		486.275	2-24	
10E		486.350	2-25	
10F		487.200	2-26	
10G		487.700	2-27	
11A	East Control 238 km to all mines	486.425	2-28	481.225
11B		486.400	2-29	
11C		486.450	2-30	
11D		486.375	2-31	
11E		486.500	2-32	
11F		486.550	2-33	
12A	Engineering and Track Maintenance	486.725	2-34	481.525
12B		486.700	2-35	
12C		486.750	2-36	
12D		486.675	2-37	
12E		486.775	2-38	
12F		486.800	2-39	
13A	Central Control South of Western Ck to 238km.	487.025	2-40	481.825
13B		487.000	3-41	
13C		487.050	3-42	
13D		486.675	3-43	
14A	North Control Deepdale Line Western Ck to Cape Lambert	488.800	3-45	483.625
14B		488.725	3-46	
14C		488.825	3-47	
14D		488.900	3-48	
14E		488.775	3-49	
14F		488.950	3-50	
15	Hot Box Detectors	482.150	3-51	482.150
16A	7 Mile Control	485.500	3-52	480.300
16B		485.525	3-53	
17A	Parker Point Dumper	485.800	3-54	480.600
17B		487.875	3-55	
18	E.I.I. Dumper	486.100	3-56	480.900
19B	Rail General	487.350	3-57	487.350
20	Rail Yard 4	486.050	3-58	480.850
24A	Train Control Dampier	485.375	3-59	480.175
24B		487.075	3-60	
24C		486.875	4-61	
24D		489.550	4-62	
24E		487.825	4-63	
25	7 Mile Shunt	485.350	4-64	480.150
28	Rail Yard 5	486.375	4-65	481.175
79	Rail Yard 6	487.300	4-66	482.100
89	Rail Yard 7	487.975	4-67	482.775
90	Rail Yard 8	488.525	4-68	483.325
110A	Cape Lambert A Rail	487.975	4-69	482.775
110B		488.375	4-70	
111A	Cape Lambert B Rail	488.450	4-71	483.250
111B		487.225	4-72	
124	7 Mile Shunt	488.550	4-73	483.350