

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					Hand Held Bank	Scan Group #5				
Ch	Allocation	Base TX	Base RX	CTCSS	Ch	Quick Key				
24A	Dampier Control Emu to 7 Mile	485.3750	480.1750	162.2000	2-21	1				
24B		487.0750			2-22					
24C		486.8750			2-23					
24D		489.5500			2-24					
24E		487.8250			2-25					
14A	North Control Deepdale Line Western Ck to Cape Lambert	488.8000	483.6250	107.2000	2-26	2				
14B		488.7250			2-27					
14C		488.8250			2-28					
14D		488.9000			2-29					
14E		488.7750			2-30					
14F		488.9500			2-31					
13A	Central Control Western Ck to 238km	487.0250	481.8250	114.8000	2-32	3				
13B		487.0000			2-33					
13C		487.0500			2-34					
13D		486.9750			2-35					
11A	East Control 238km Yandi Hope Downs West Angleas	486.4250	481.2250	131.8000	3-41	4				
11B		486.4000			3-42					
11C		486.4500			3-43					
11D		486.3750			3-44					
11E		486.5000			3-45					
11F		486.5500			3-46					
10A	West Control 238km Tom Price Parraburdoo Brockman	486.5250	481.3250	167.9000	3-47	5				
10B		488.4000			3-48					
10C		487.9500			3-49					
10D		486.2750			3-50					
10E		486.3500			3-51					
10F		487.2000			3-52					
10G		487.7000			3-53					
12A	Engineering and Track Maintenance	486.7250	481.5250	123.0000	3-54	6				
12B		486.7000			3-55					
12C		486.7500			3-56					
12D		486.6750			3-57					
12E		486.7750			3-58					
12F		486.8000			3-59					
15		Hot Box Detectors			482.1500		482.1500	74.4000	2-40	7
5	Dampier Fuel	483.0000	483.0000		4-61	G#5-QK8 or G#6-QK1				
16 / 120	7 Mile Control	485.5000	480.3000		4-62					
16 / 120		485.5250		4-63						
17 / 121		485.8000		4-64						
17 / 121	Parker Point Dumper	487.8750	480.6000		4-65					
18 / 122	E.I.I. Dumper	486.1000	480.9000		4-66					
110A	Cape Lambert Yard	487.9750	482.7750	167.9000	4-67	G#5-QK9 or G#6-QK2				
110B		488.3750			4-68					
111A	Cape Lambert Yard B	488.4500	483.2500	136.5000	4-69					
111B		487.2250			4-70					
112	Cape CD2 Control	487.6500	482.4500	131.8000	4-71		G#6 QK3			
115	Cape CD5 Control	487.8500	482.6500	141.3000	4-72					
116	Cape CD6 Control	488.0750	482.8750	156.7000	4-73					
117	Cape CD7 Shunting	489.0500	483.8500	179.9000	4-74					
195	Cape Fuel	475.0875	475.0875	77.0000	4-75					
19B	Rail General	487.3500	487.3500		4-76	G#6 QK4				
20	Rail Yard 4	486.0500	480.8500		4-77					
25 / 123	7 Mile Shunt	485.3500	480.1500		4-78					
124	7 Mile Shunt	488.5500	483.3500		4-79					
28	Rail Yard 5	486.3750	481.1750		4-80					
79	Rail Yard 6	487.3000	482.1000		5-81					
89	Rail Yard 7	487.9750	482.7750		5-82					
90	Rail Yard 8	488.5250	483.3250		5-83					
151	Rail Yard 9	486.9500	481.7500		5-84					