



EB (2nd) NZR conversions of battery-electric EB's to diesel-electrics, starting 1953. Classification retained, although the second letter was no longer relevant, refer pages 39-40. Some preserved. *Sean Millar.*



EC British-built Bo+Bo 1,500 volt dc electrics Classified E when new in 1929, reclassified EC (for electric Christchurch) in 1938, refer page 30. One preserved. *English Electric photo, AC Bellamy collection.*



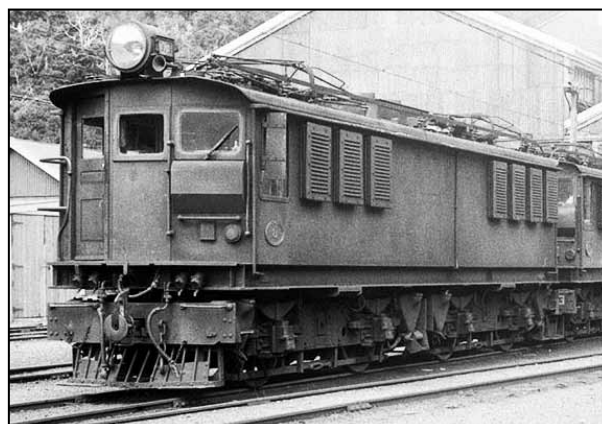
ED British & NZ-built 1-Do-2 1,500 volt dc electric locomotives. New 1938. Origin of letter D uncertain, refer page 30 for hypotheses. Two preserved. *AC Bellamy collection.*



EF British-built 25,000 volt ac Bo-Bo-Bo electric locomotive. New 1988. Classification first used in public c.1991 (was previously 30). Origin of letter F uncertain, refer pages 30-31, 37, 51. In service *Michael Jarka.*



EM/ET Hungarian-built 1,500 volt dc electric multiple units. Permanently-coupled in two-car sets. Power cars (EM), trailers (ET). New 1982. Refer pages 32-33. Some preserved. *Murray Jessop.*



EO (1st) British-built 1,500 volt ac Bo+Bo electrics. Classified E when new in 1923, reclassified EO (for electric Otira) 1938, refer page 30. One preserved. *AC Bellamy collection.*



EO (2nd) Former EA class reclassified EO (for electric Otira) in 1979 as a result of the introduction of TMS, refer pages 30-31. One preserved. *Sean Millar.*



EW British-built 1,500 volt dc Bo-Bo-Bo electrics. New 1952. Classification stands for electric Wellington, refer pages 30, 66-67. Two preserved. *NZR photo, AC Bellamy collection.*