

BEC v Anbrico Pilcher kits

The dimensions of the two kits are very similar.

There are some detail differences as below.

Front



BEC on left, Anbrico on right

Centre upper window – Anbrico has bar

Lower vestibule – BEC quarterlights are filled in, higher front window. Anbrico has rear light. The BEC destination box is more pronounced than the Anbrico version.

Anbrico is a better match for Terry Russell drawing TC 19

The BEC kit is available from KW Trams in 2 versions – with and without the front destination box - Sunderland, Edinburgh and Aberdeen replaced these with alternative destination box styles.

Sides



Very similar.

The BEC kit has a smooth panel above lower deck windows (etched brass vents included in kit). Anbrico has them cast into the side.

Manchester, Edinburgh, Leeds and Sunderland cars had these vents, but the Aberdeen cars didn't.

On the Anbrico kit the side destination box has a raised edge so that the destination is inset. On the BEC kit, this box has a flush surface.

Underside



The Anbrico kit originally had 31mm truck sides to suit the largest wheelbase Tenshodo motor that was available. The kit on the right is of one of the original Anbrico kits with a Tenshodo motor. The KW version of the kit has the correct 34mm truck sides. The BEC kit always had 34mm truck sides.

Roof



The general shape of the two roofs are very similar.

The Anbrico has cross planks under the trolley plank while the BEC has an additional rain strip across the ends of the roof.

The BEC roof is slightly taller than the Anbrico one which again matches the Terry Russell drawing better.