NO BRIDGE TOO FAR
Originally founded in 1985 as Scotweld Employment Services Limited, SWGR operates from several strategically placed service centres across the UK, and is managed from our purpose-built headquarters in Glasgow.

The organisation was founded to supply manpower services to the oil and gas sector; later diversifying its core offering to the rapidly growing rail market in the mid-1990s.

Over the past 30 years the organisation has diversified its offering to accommodate a number of professional people services, from labour provision, through to training, occupational health, specialist services and minor works.

Today the organisation has a vast, international client base with high levels of customer retention and a focus on quality of delivery in all areas.

SWGR provides civils, building and engineering support services on a broad range of infrastructure projects, covering road, rail and riverside structures, with involvement in all phases of these projects, from the planning stages right through to construction and maintenance.

SWGR supplies skilled personnel to some of the country’s largest transportation projects, many of which include the construction and maintenance of major bridges that are of vital importance for transport links. In this brochure we aim to relay the specialist skills of our engineers in bridge work, highlighting our expertise and vast experience.
WORKING WITH BRIDGES

Throughout its 30-year history SWGR has supplied people to all phases of construction on a large number of road and rail bridges both in the UK and abroad, including the Forth Road Bridge in Scotland, several of Glasgow’s busiest bridge links, Cheung Tsing Bridge in Hong Kong, and a number of projects in West Africa.

The company has recently seen a huge demand for engineers who specialise in working on rail sites, either constructing rail bridges or overpasses for new roads over existing railway lines, alongside nationwide investment in rail improvement and expansion.

In this document SWGR presents its capabilities and achievements in bridge construction and maintenance. With experience working on safety-critical sites that remain operational, often with access difficulties and challenging time-scales, SWGR is able to supply specialist teams that can complete any contract, regardless of the challenges it poses.

SWGR has supplied skilled labour to large contractors all over the UK, and with service centres across the country it is well-placed to service all areas from its locations in Glasgow, Carlisle, Derby and Kent.
CASE STUDY: KINGSTON BRIDGE, GLASGOW

The Kingston Bridge is a balanced cantilever dual-span ten-lane road bridge, made of triple-cell concrete box girders, crossing the River Clyde in Glasgow, Scotland.

Not only is it the largest urban bridge in the United Kingdom, carrying the M8 motorway through the city centre, but the bridge is also one of the busiest road bridges in Europe, carrying around 150,000 vehicles every day.

SWGR was involved in the re-alignment and raising of the Kingston Bridge, the demolition and replacement of lanes and the construction of a new parapet and ramps, which required engineers to undertake concrete repairs and install new bearings.

This involved supplying a 160-strong team with multi-disciplinary skills, as well as equipment and a full QA/QC interface with Glasgow City Council on behalf of our clients, allowing them to maximise their activities.
CASE STUDY: WHITE CART VIADUCT, GLASGOW

The White Cart Viaduct is one of Glasgow's busiest transport routes, carrying more than 95,000 vehicles a day over the White Cart Water on the M8, and is a principal route to the airport.

In 2012, SWGR supplied a workforce of over 100 people to carry out a number of works as part of a wider improvement project.

The team first carried out survey works to all internal and external bridge components, and as weaknesses were noted deficient welds were removed and replaced, with inspections documented and compiled into reports for the main client.

SWGR also installed bolted stiffening plates to further increase the structural stability of bridge supports in line with the bridge's high traffic levels.

The bridge had to remain operational throughout these works, creating significant challenges in terms of ensuring site safety. Not only were engineers working at height, but also working beneath one of the UK's busiest motorways.
CASE STUDY: ERSKINE BRIDGE

The Erskine Bridge is a multi-span cable-stayed box girder bridge connecting West Dunbartonshire with Renfrewshire across the River Clyde, forming part of the A898.

The bridge is used by a high volume of motor vehicles, cyclists and pedestrians and consists of a two-lane dual carriageway with footpaths and cycle lanes on either side. The main bridge span measures 1,001 feet, with a total length of 1,721 feet.

In 2013 SWGR supplied engineers to Highway Barrier Solutions to deliver works to the traffic barrier on Erskine Bridge for Transport Scotland, improving the bridge’s safety for its users — seeing the completion of a four-year programme of improvement works to the bridge.

This project involved the careful removal of existing plates, which required SWGR’s engineers to gouge into the bridge deck in order to remove existing supports. Repairs were carried out to the bridge structure as well as grind-off and preparation works for the receipt of the newly designed structural supports.

Setting-out works were carried out by the main contractor, before SWGR engineers installed barriers from south to north on one carriageway and then from north to south in the other direction, completing the bulk of the work.

Despite the adverse weather conditions faced by the team on the exposed site, they maintained a high level of productivity through establishing an efficient routine on site, which allowed for the project to be delivered ahead of schedule and within budget.
CASE STUDY: M8 RAIL BRIDGE, BAILLIESTON

Works to complete motorway links between Edinburgh and Glasgow have seen the construction of a new section of the M8 replacing the section of the motorway currently comprised of the A8. This new section of motorway will pass under the existing Glasgow to Airdrie railway line, requiring the construction of a rail bridge.

SWGR supplied a team of nearly 40 workers to complete major civils works for Network Rail in 2015. SWGR’s team was initially involved in welding the 10 main box sections when they were delivered to site and placed on temporary supports. In addition to this work, all cross beams had to be welded and all run-off plates completed for the client’s independent checks.

Following unexpected extra instruction from Network Rail late in the programme of works, there was a substantial amount of additional work required, with the team now responsible for the installation of walkways on the bridge.

Once all works to the bridge were completed, the existing railway line was closed, the line and embankment removed, and the bridge slid into place. The railway line and new overhead cables were replaced and the line was successfully re-opened.
SWGR

SWGR is a major supplier of civil, mechanical, electrical, fabrication and railway personnel to numerous clients in the UK and Worldwide.

In addition to our recruitment services, SWGR also provides specialist contracting, training and industrial supplies, making us a complete provider for all our clients’ contracting and resourcing requirements.

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