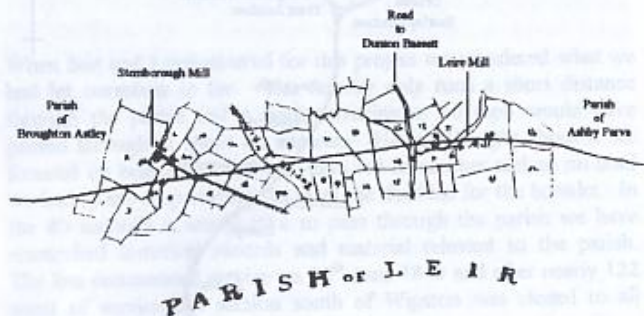
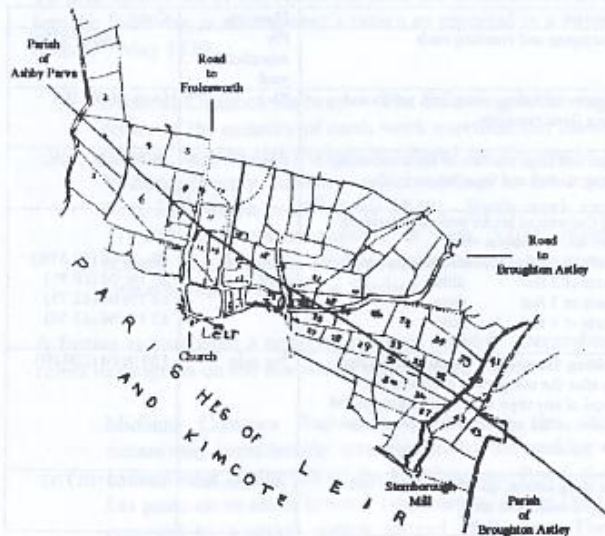


There were two sets of plans drawn up both passing through the parish. The earlier proposal passed through the parish very close to Stenborough Mill and Leire Mill and then disappearing into a 7-furlong (1408 metres) tunnel at Ashby Parva and passing through the parishes of Bitteswell and Lutterworth on its way to Rugby. Due to gradient difficulties and likely opposition to the proposal on other sections of the line these plans did not proceed.



A proposed plan of the line through the parish of Leire amended to show key landmarks

A new survey was carried out which overcame the difficulties outlined above and did away with the need for the tunnel at Ashby Parva. The line now passed through the parish close to Stenborough Mill and travelled towards Ullesthorpe via Ashby Parva then through Bittesby on its way to Rugby.



A plan of the line through the parish of Leire amended to show landmarks

Much of the land needed by the railway was arable, grazing, orchard and garden. The line was also to pass over and under roads and a stream as it made its way through the parish. The land needed to be available for the construction throughout 1838 and the beginning part of 1839.

The full length of the Railway was split into 14 Contracts. The section from Leicester to Rugby was contracts 9-14 and all six were awarded to David McIntosh. The cost for all six contracts was £258,629-10s-6d (£258,629.52½) and was for approximately 20 miles of construction. This included necessary fencing, earthworks, brickworks, masonry, drains, ballasting and other works for the entire completion except for finding the materials for and laying the permanent railway. A breakdown of some of the cost is as follows: