



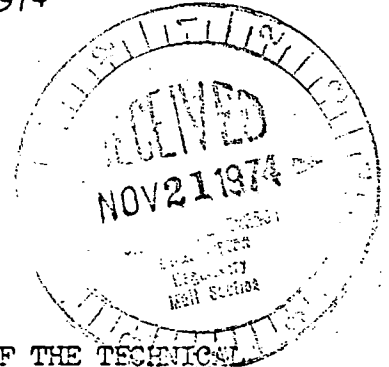
Commonwealth Edison
 One First National Plaza, Chicago, Illinois
 Address Reply Post Office Box 767
 Chicago, Illinois 60690

BES Ltr. #897-74

Dresden Nuclear Power Station
 R. R. #1
 Morris, Illinois 60450
 November 12, 1974

REGULATORY DOCKET FILE COPY

Mr. James G. Keppler, Regional Director
 Directorate of Regulatory Operations-Region III
 U. S. Atomic Energy Commission
 799 Roosevelt Road
 Glen Ellyn, Illinois 60137



**SUBJECT: REPORT OF ABNORMAL OCCURRENCE PER SECTION 6.6.A OF THE TECHNICAL SPECIFICATIONS
UNCOUPLING OF CONTROL ROD DRIVE N-10 IN UNIT 2**

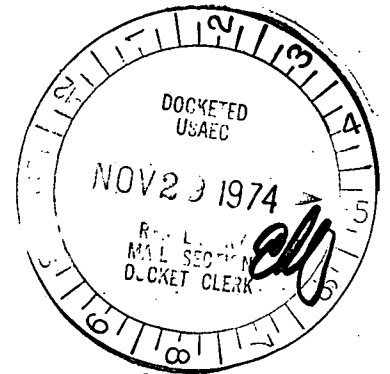
- References: 1) Regulatory Guide 1.16 Rev.1 Appendix A
- 2) Notification of Region III of AEC Regulatory Operations
 Telephone: Mr. P. Johnson, 1130 hours on November 3, 1974
 Telegram: Mr. J. Keppler, 1350 hours on November 3, 1974
- 3) Drawing Number: M-34

Report Number: 50-237/1974-56

Report Date: November 12, 1974

Occurrence Date: November 2, 1974

Facility: Dresden Nuclear Power Station, Morris, Illinois



IDENTIFICATION OF OCCURRENCE

CRD N-10 (50-39) went into an overtravel condition. The overtravel indication is indicative of an uncoupled CRD.

CONDITIONS PRIOR TO OCCURRENCE

Prior to the occurrence, the reactor was in the startup mode. Rods were being withdrawn to bring the reactor critical.

DESCRIPTION OF OCCURRENCE

While CRD N-10 (50-39) was being withdrawn from position "00" to "48" following a scram, a "rod overtravel" alarm annunciated and both the four rod and full core displays for the rod went blank.

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DESIGNATION OF APPARENT CAUSE OF OCCURRENCE (Component Failure)

At this time, the failure mechanism is not known, therefore, a followup letter will be issued subsequent to overhaul.

ANALYSIS OF OCCURRENCE

This drive uncoupling did not endanger public health or safety because the control blade was capable at all times of being inserted into the reactor core.

CORRECTIVE ACTIONS

The corrective action taken was to insert the rod to position "00", electrically disarm it, and remove it from service. This action was completed on November 2, 1974. The unit was shutdown later that day to start the refueling outage. In addition, the remainder of those drives overhauled by G.E. during the 1972 refueling outage will be removed and overhauled.

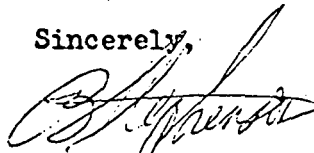
The control rod drive will be removed during the refueling outage. At that time, a thorough inspection will be made to determine the mode of failure and a followup letter submitted to your office.

FAILURE DATA

Control Rod Drive N-10 (50-39)

Prior failures of this type were explained as having occurred because of dislocated inner filters. This CRD, as well as the previous failed CRD's, were modified and overhauled in the Spring 1972 refueling outage. Seven drives have experienced this type of failure in the past. Inspections have shown that dislocated inner filters were at fault.

Sincerely,



B. B. Stephenson
Superintendent

BBS:LJD:do