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Chapter Three

CURRENT ELECTRICITY

3.1 Introduction

In Chapter 1, all charges whether free or bound, were considered to be at rest. Charges in motion constitute an electric current. Such currents occur naturally in many situations. Lightning is one such phenomenon in which charges flow from the clouds to the earth through the atmosphere, sometimes with disastrous results. The flow of charges in lightning is not steady, but in our everyday life we see many devices where charges flow in a steady manner, like water flowing smoothly in a river. A torch and a cell-driven clock are examples of such devices. In the present chapter, we shall study some of the basic laws concerning steady electric currents.

3.2 Electric Current

Imagine a small area held normal to the direction of flow of charges. Both the positive and the negative charges may flow forward and backward across the area. In a given time interval *t,* let q_+ be the net amount (*i.e.*, forward *minus* backward) of positive charge that flows in the forward direction across the area. Similarly, let q_- be the net amount of negative charge flowing across the area in the forward direction. The net amount of charge flowing across the area in the forward direction in the time interval *t*, then, is $q = q_+ - q_-$. This is proportional to *t* for steady current and the quotient

$$I = \frac{q}{t} \tag{3.1}$$

is defined to be the *current* across the area in the forward direction. (If it turn out to be a negative number, it implies a current in the backward direction.)

Currents are not always steady and hence more generally, we define the current as follows. Let ΔQ be the net charge flowing across a cross-section of a conductor during the time interval Δt [i.e., between times t and $(t + \Delta t)$]. Then, the current at time t across the cross-section of the conductor is defined as the value of the ratio of ΔQ to Δt in the limit of Δt tending to zero,

$$I(t) \equiv \lim_{\Delta t \to 0} \frac{\Delta Q}{\Delta t} \tag{3.2}$$

In SI units, the unit of current is ampere. An ampere is defined through magnetic effects of currents that we will study in the following chapter. An ampere is typically the order of magnitude of currents in domestic appliances. An average lightning carries currents of the order of tens of thousands of amperes and at the other extreme, currents in our nerves are in microamperes.

3.3 Electric Currents in Conductors

An electric charge will experience a force if an electric field is applied. If it is free to move, it will thus move contributing to a current. In nature, free charged particles do exist like in upper strata of atmosphere called the *ionosphere*. However, in atoms and molecules, the negatively charged electrons and the positively charged nuclei are bound to each other and are thus not free to move. Bulk matter is made up of many molecules, a gram of water, for example, contains approximately 10^{22} molecules. These molecules are so closely packed that the electrons are no longer attached to individual nuclei. In some materials, the electrons will still be bound, i.e., they will not accelerate even if an electric field is applied. In other materials, notably metals, some of the electrons are practically free to move within the bulk material. These materials, generally called conductors, develop electric currents in them when an electric field is applied.

If we consider solid conductors, then of course the atoms are tightly bound to each other so that the current is carried by the negatively charged electrons. There are, however, other types of conductors like electrolytic solutions where positive and negative charges both can move. In our discussions, we will focus only on solid conductors so that the current is carried by the negatively charged electrons in the background of fixed positive ions.

Consider first the case when no electric field is present. The electrons will be moving due to thermal motion during which they collide with the fixed ions. An electron colliding with an ion emerges with the same speed as before the collision. However, the direction of its velocity after the collision is completely random. At a given time, there is no preferential direction for the velocities of the electrons. Thus on the average, the number of electrons travelling in any direction will be equal to the number of electrons travelling in the opposite direction. So, there will be no net electric current.

Let us now see what happens to such a piece of conductor if an electric field is applied. To focus our thoughts, imagine the conductor in the shape of a cylinder of radius R (Fig. 3.1). Suppose we now take two thin circular discs of a dielectric of the same radius and put positive charge $+Q$ distributed over one disc and similarly $-Q$ at the other disc. We attach the two discs on the two flat surfaces of the cylinder. An electric field will be created and is directed from the positive towards the negative charge. The electrons will be accelerated due to this field towards $+Q$. They will thus move to neutralise the charges. The electrons, as long as they are moving, will constitute an electric current. Hence in the situation considered, there will be a current for a very short while and no current thereafter.

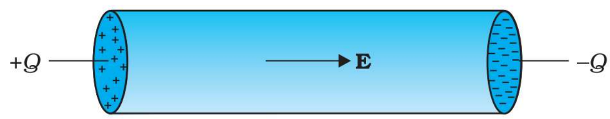

FIGURE 3.1 Charges $+Q$ and $-Q$ put at the ends of a metallic cylinder. The electrons will drift because of the electric field created to neutralise the charges. The current thus will stop after a while unless the charges $+Q$ and $-Q$ are continuously replenished.

We can also imagine a mechanism where the ends of the cylinder are supplied with fresh charges to make up for any charges neutralised by electrons moving inside the conductor. In that case, there will be a steady electric field in the body of the conductor. This will result in a continuous current rather than a current for a short period of time. Mechanisms, which maintain a steady electric field are cells or batteries that we shall study later in this chapter. In the next sections, we shall study the steady current that results from a steady electric field in conductors.

3.4 Ohm's Law

A basic law regarding flow of currents was discovered by G.S. Ohm in 1828, long before the physical mechanism responsible for flow of currents was discovered. Imagine a conductor through which a current I is flowing and let V be the potential difference between the ends of the conductor. Then Ohm's law states that

$$V \propto I$$

or, $$V = R\,I \tag{3.3}$$

where the constant of proportionality R is called the *resistance* of the conductor. The SI units of resistance is *ohm*, and is denoted by the symbol Ω. The resistance R not only depends on the material of the conductor but also on the dimensions of the conductor. The dependence of R on the dimensions of the conductor can easily be determined as follows.

Consider a conductor satisfying Eq. (3.3) to be in the form of a slab of length l and cross sectional area A [Fig. 3.2(a)]. Imagine placing two such identical slabs side by side [Fig. 3.2(b)], so that the length of the combination is $2l$. The current flowing through the combination is the same as that flowing through either of the slabs. If V is the potential difference across the ends of the first slab, then V is also the potential difference across the ends of the second slab since the second slab is

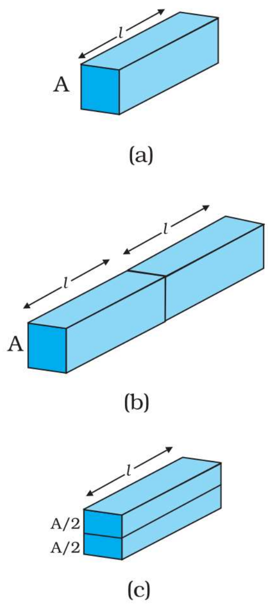

FIGURE 3.2 Illustrating the relation $R = \rho l/A$ for a rectangular slab of length l and area of cross-section A.

GEORG SIMON OHM (1787–1854)

Georg Simon Ohm (1787–1854) German physicist, professor at Munich. Ohm was led to his law by an analogy between the conduction of heat: the electric field is analogous to the temperature gradient, and the electric current is analogous to the heat flow.

identical to the first and the same current I flows through both. The potential difference across the ends of the combination is clearly sum of the potential difference across the two individual slabs and hence equals $2V$. The current through the combination is I and the resistance of the combination R_C is [from Eq. (3.3)],

$$R_C = \frac{2V}{I} = 2R \tag{3.4}$$

since $V/I = R$, the resistance of either of the slabs. Thus, doubling the length of a conductor doubles the resistance. In general, then resistance is proportional to length,

$$R \propto l \tag{3.5}$$

Next, imagine dividing the slab into two by cutting it lengthwise so that the slab can be considered as a combination of two identical slabs of length l, but each having a cross sectional area of $A/2$ [Fig. 3.2(c)].

For a given voltage V across the slab, if I is the current through the entire slab, then clearly the current flowing through each of the two half-slabs is $I/2$. Since the potential difference across the ends of the half-slabs is V, i.e., the same as across the full slab, the resistance of each of the half-slabs R_1 is

$$R_1 = \frac{V}{(I/2)} = 2\frac{V}{I} = 2R. \tag{3.6}$$

Thus, halving the area of the cross-section of a conductor doubles the resistance. In general, then the resistance R is inversely proportional to the cross-sectional area,

$$R \propto \frac{1}{A} \tag{3.7}$$

Combining Eqs. (3.5) and (3.7), we have

$$R \propto \frac{l}{A} \tag{3.8}$$

and hence for a given conductor

$$R = \rho \frac{l}{A} \tag{3.9}$$

where the constant of proportionality ρ depends on the material of the conductor but not on its dimensions. ρ is called *resistivity*.

Using the last equation, Ohm's law reads

$$V = I \times R = \frac{I\rho l}{A} \tag{3.10}$$

Current per unit area (taken normal to the current), I/A, is called *current density* and is denoted by j. The SI units of the current density are A/m^2. Further, if E is the magnitude of uniform electric field in the conductor whose length is l, then the potential difference V across its ends is El. Using these, the last equation reads

$$E\,l = j\,\rho\,l$$

or, $$E = j\,\rho \tag{3.11}$$

The above relation for ***magnitudes*** E and j can indeed be cast in a ***vector*** form. The current density, (which we have defined as the current through unit area ***normal*** to the current) is also directed along $\mathbf{E}$, and is also a vector $\mathbf{j}$ ($\equiv j\,\mathbf{E}/\mathrm{E}$). Thus, the last equation can be written as,

$$\mathbf{E} = \mathbf{j}\rho \tag{3.12}$$

or, $$\mathbf{j} = \sigma\,\mathbf{E} \tag{3.13}$$

where $\sigma \equiv 1/\rho$ is called the *conductivity*. Ohm's law is often stated in an equivalent form, Eq. (3.13) in addition to Eq.(3.3). In the next section, we will try to understand the origin of the Ohm's law as arising from the characteristics of the drift of electrons.

3.5 Drift of Electrons and the Origin of Resistivity

As remarked before, an electron will suffer collisions with the heavy fixed ions, but after collision, it will emerge with the same speed but in random directions. If we consider all the electrons, their average velocity will be zero since their directions are random. Thus, if there are N electrons and the velocity of the i^{th} electron (i = 1, 2, 3, ... N) at a given time is $\mathbf{v}_i$, then

$$\frac{1}{N}\sum_{i=1}^{N} \mathbf{v}_i = 0 \tag{3.14}$$

Consider now the situation when an electric field is present. Electrons will be accelerated due to this field by

$$\mathbf{a} = \frac{-e\,\mathbf{E}}{m} \tag{3.15}$$

where $-e$ is the charge and m is the mass of an electron. Consider again the i^{th} electron at a given time t. This electron would have had its last collision some time before t, and let t_i be the time elapsed after its last collision. If $\mathbf{v}_i$ was its velocity immediately after the last collision, then its velocity $\mathbf{V}_i$ at time t is

$$\mathbf{V}_i = \mathbf{v}_i + \frac{-e\mathbf{E}}{m}\,t_i \tag{3.16}$$

since starting with its last collision it was accelerated (Fig. 3.3) with an acceleration given by Eq. (3.15) for a time interval t_i. The average velocity of the electrons at time t is the average of all the $\mathbf{V}_i$'s. The average of $\mathbf{v}_i$'s is zero [Eq. (3.14)] since immediately after any collision, the direction of the velocity of an electron is completely random. The collisions of the electrons do not occur at regular intervals but at random times. Let us denote by τ, the average time between successive collisions. Then at a given time, some of the electrons would have spent

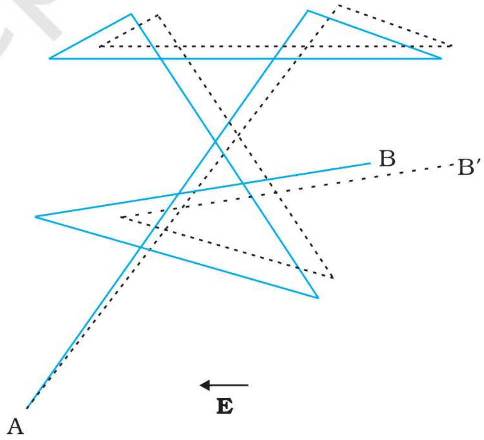

FIGURE 3.3 A schematic picture of an electron moving from a point A to another point B through repeated collisions, and straight line travel between collisions (full lines). If an electric field is applied as shown, the electron ends up at point B′ (dotted lines). A slight drift in a direction opposite the electric field is visible.

time more than τ and some less than τ. In other words, the time t_i in Eq. (3.16) will be less than τ for some and more than τ for others as we go through the values of i = 1, 2 ..... N. The average value of t_i then is τ (known as *relaxation time*). Thus, averaging Eq. (3.16) over the N-electrons at any given time t gives us for the average velocity $\mathbf{v}_d$

$$\mathbf{v}_d \equiv (\mathbf{V}_i)_{average} = (\mathbf{v}_i)_{average} - \frac{e\mathbf{E}}{m}(t_i)_{average}$$

$$= 0 - \frac{e\mathbf{E}}{m}\tau = -\frac{e\mathbf{E}}{m}\tau \tag{3.17}$$

This last result is surprising. It tells us that the electrons move with an average velocity which is independent of time, although electrons are accelerated. This is the phenomenon of drift and the velocity $\mathbf{v}_d$ in Eq. (3.17) is called the ***drift velocity***.

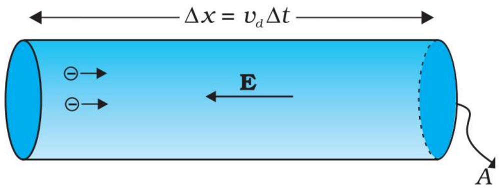

FIGURE 3.4 Current in a metallic conductor. The magnitude of current density in a metal is the magnitude of charge contained in a cylinder of unit area and length v_d.

Because of the drift, there will be net transport of charges across any area perpendicular to **E**. Consider a planar area A, located inside the conductor such that the normal to the area is parallel to **E** (Fig. 3.4). Then because of the drift, in an infinitesimal amount of time Δt, all electrons to the left of the area at distances upto $|\mathbf{v}_d|\Delta t$ would have crossed the area. If n is the number of free electrons per unit volume in the metal, then there are $n\ \Delta t\ |\mathbf{v}_d| A$ such electrons. Since each electron carries a charge $-e$, the total charge transported across this area A to the right in time Δt is $-ne A|\mathrm{v}_d|\Delta t$. **E** is directed towards the left and hence the total charge transported along **E** across the area is negative of this. The amount of charge crossing the area A in time Δt is by definition [Eq. (3.2)] $I\,\Delta t$, where I is the magnitude of the current. Hence,

$$I\,\Delta t = +n\,e\,A\,|\mathrm{v}_d|\Delta t \tag{3.18}$$

Substituting the value of $|\mathbf{v}_d|$ from Eq. (3.17)

$$I\Delta t = \frac{e^2 A}{m}\tau n\,\Delta t|\mathrm{E}| \tag{3.19}$$

By definition I is related to the magnitude $|\mathrm{j}|$ of the current density by

$$I = |\mathrm{j}|A \tag{3.20}$$

Hence, from Eqs.(3.19) and (3.20),

$$|\mathrm{j}| = \frac{ne^2}{m}\tau|\mathrm{E}| \tag{3.21}$$

The vector **j** is parallel to **E** and hence we can write Eq. (3.21) in the vector form

$$\mathbf{j} = \frac{ne^2}{m}\tau\mathbf{E} \tag{3.22}$$

Comparison with Eq. (3.13) shows that Eq. (3.22) is exactly the Ohm's law, if we identify the conductivity σ as

$$\sigma = \frac{ne^2}{m}\tau \qquad (3.23)$$

We thus see that a very simple picture of electrical conduction reproduces Ohm's law. We have, of course, made assumptions that τ and n are constants, independent of E. We shall, in the next section, discuss the limitations of Ohm's law.

Example 3.1 (a) Estimate the average drift speed of conduction electrons in a copper wire of cross-sectional area 1.0×10^{-7} m^2 carrying a current of 1.5 A. Assume that each copper atom contributes roughly one conduction electron. The density of copper is 9.0×10^3 kg/m^3, and its atomic mass is 63.5 u. (b) Compare the drift speed obtained above with, (i) thermal speeds of copper atoms at ordinary temperatures, (ii) speed of propagation of electric field along the conductor which causes the drift motion.

Solution

(a) The direction of drift velocity of conduction electrons is opposite to the electric field direction, i.e., electrons drift in the direction of increasing potential. The drift speed v_d is given by Eq. (3.18)
$v_d = (I/neA)$
Now, $e = 1.6 \times 10^{-19}$ C, $A = 1.0 \times 10^{-7}$m^2, $I = 1.5$ A. The density of conduction electrons, n is equal to the number of atoms per cubic metre (assuming one conduction electron per Cu atom as is reasonable from its valence electron count of one). A cubic metre of copper has a mass of 9.0×10^3 kg. Since 6.0×10^{23} copper atoms have a mass of 63.5 g,

$$n = \frac{6.0 \times 10^{23}}{63.5} \times 9.0 \times 10^6$$

$$= 8.5 \times 10^{28} \text{ m}^{-3}$$

which gives,

$$v_d = \frac{1.5}{8.5 \times 10^{28} \times 1.6 \times 10^{-19} \times 1.0 \times 10^{-7}}$$

$$= 1.1 \times 10^{-3} \text{ m s}^{-1} = 1.1 \text{ mm s}^{-1}$$

(b) (i) At a temperature T, the thermal speed* of a copper atom of mass M is obtained from [$\langle(1/2)\, Mv^2\rangle = (3/2)\, k_B T$] and is thus typically of the order of $\sqrt{k_B T/M}$, where k_B is the Boltzmann constant. For copper at 300 K, this is about 2×10^2 m/s. This figure indicates the random vibrational speeds of copper atoms in a conductor. Note that the drift speed of electrons is much smaller, about 10^{-5} times the typical thermal speed at ordinary temperatures.
(ii) An electric field travelling along the conductor has a speed of an electromagnetic wave, namely equal to 3.0×10^8 m s^{-1} (You will learn about this in Chapter 8). The drift speed is, in comparison, extremely small; smaller by a factor of 10^{-11}.

EXAMPLE 3.1

* See Eq. (13.23) of Chapter 13 from Class XI book.