The Speed of Light

{**Abstract:** *In this segment of the "How Fast Is It" video book we cover the speed of light. We start with the slow moving snail and work up through people, animals, birds, cars, aircraft and spaceships. Along the way we graph speeds on a space-time diagram. Following the history of land speed records, we cover the speed of sound and include its nature as a longitudinal wave and its speed in dry air. We then cover the Galilean transformations for converting speeds from one reference frame to another. We increase the velocities to the point where we see light traveling at different speeds as far as the Galilean transformations are concerned. We then show how Galileo tried and failed to measure the speed of light. Then we show how* Antonio *Louis Fizeau did measure the speed of light. We then cover wave interference and the Michelson Interferometer. And using the interferometer, we cover the Michelson-Morley experiment that showed that the speed of light was a constant.* **}**

Introduction

Hello and welcome again to my backyard where we'll begin our video book "How fast is-it".

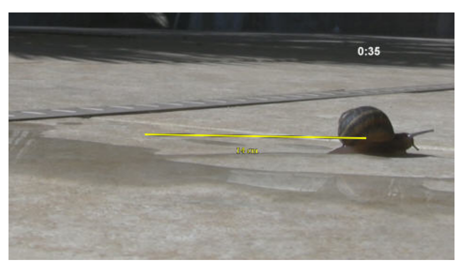
We started here in the first video book, "How far away is it" where we went from my backyard to the furthest reaches of the visible universe. We started here again when we did, "How small is it" which took us down to the smallest things that exist.

In this video book, we'll start with the things in our back yard; snails, people, birds. And move on to faster and faster things, including the speed of light. And along the way, we'll cover how we measured things like: the speed of sound; the speed of light. So we'll get going. We'll start with the lowly snail.

Snails

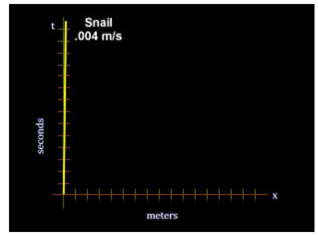
> ***[Music**: Giachino Rossini - William Tell Overture: William Tell premiered in 1829 and was the last of Rossini's 39 operas.**]***

Here we see a snail making good time across the tile. We can measure the distance traveled and the amount of time it took. We define speed as the distance divided by time. Here we have 14 cm traveled in 35 seconds. That's 0.4 cm/s.

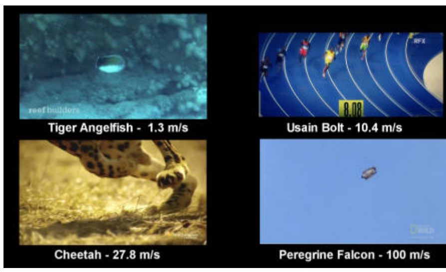


> ***[Music**: Beethoven – Symphony No 7 Allegretto: Written between 1811 and 1812, Beethoven was noted as remarking that it was one of his best works. The second movement, Allegretto, was the most popular movement and had to be encored. The instant popularity of the Allegretto resulted in its frequent performance separate from the complete symphony.*]

If we plot this on the time vs distance graph with time in seconds for the vertical axis and distance in meters for the horizontal axis we see that 'slow' is a very steep line. Standing still would be a line going straight up.

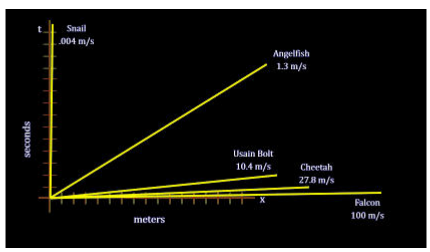


Other animals



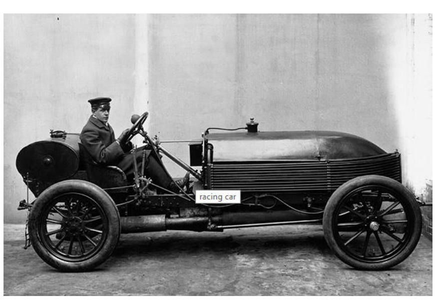
Here's a Wild Tiger Angle fish. They have been seen to move at around 1.3 m/s. Of course people can move a lot faster than this. The fastest man alive is the Jamaican Usain Bolt who ran the 200 m in 19.19 s or 10.4 m/s. But that's slow compared to Cheetahs. They're the fastest mammal topping 27.8 m/s – that's 100 km/hr. But the Peregrine Falcon puts that to shame. They are the fasted animal on the planet soaring up to 389 km/hr. That's 25,000 times faster than the snail.

Graphing these speeds against the snail's almost vertical line, shows how horizontal the lines can get at faster velocities.



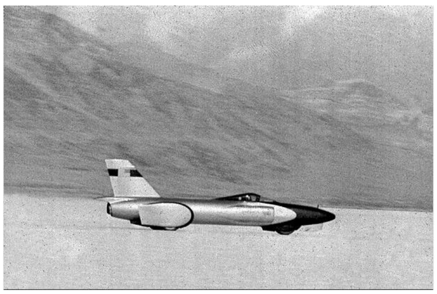
Land speed records

Of course, we have cars that can travel faster than any of these animals.

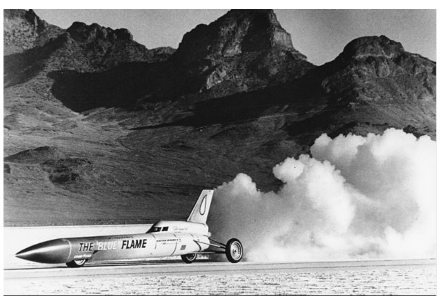


Arthur MacDonald was one of the first to capture the land speed record at Daytona Beach in a Napier back in 1905. It set the record with 168.4 km/hr.

Malcolm Campbell, took the record in 1935 in his Bluebird. It recording a top speed of 484.6 km/hr.



Craig Breedlove steers his jet powered "Spirit of America" across the western Utah salt flats Oct. 13, 1964, to set a world land speed record of 754.3 km/hr. The car had three wheels and was powered by a jet engine.

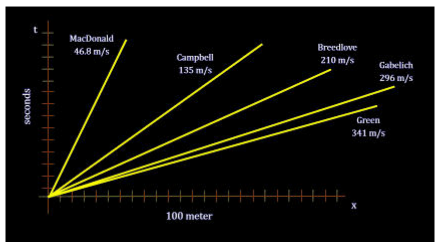


Gary Gabelich smashed the record at Bonneville Salt Flats in 1970, with The Blue Flame reaching the record speed of 1,066 km/hr.

And, in 1997, Andy Green drove the Thrust SSC through the sound barrier to 1,228 km/hr. This is the current world record for ground speed.

Let's listen to what breaking the sound barrier sounds like.

To graph these speeds, we recalibrate the x axis intervals from 1 meter per mark to one hundred meters per mark.

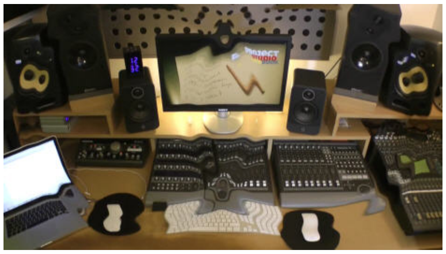


<u>Speed of sound</u>

Now that we're talking about the speed of sound, let's take a closer look at just what sound is and how fast it travels.

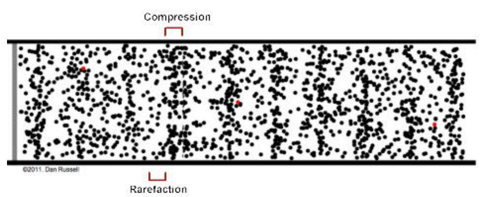
An elastic substance is one that returns to its original shape after having been disturbed – like this ball.

An inelastic medium doesn't – like this pizza dough.



A disturbance in an elastic medium will propagate through the medium. Air is an elastic medium and sound is a disturbance that moves through it.

Sound waves are compression waves. These are waves where the disturbance moves along the line the wave moves. In this animation, each dot represents an air molecule. As the surface on the left moves in, the nearest molecules are compressed. When it moves back, the compressed area becomes rarefied. [The compression followed by rarefaction cycle moves to the right until the end of the medium is reached. Note that the actual molecules remain in their original area. They don't move across the space, but the sound wave along with its energy does.]



How fast the wave moves depends on the characteristics of the medium. In particular, the higher the resistance to compression (its compressibility) the faster the movement, and the closer the molecules are to each other (its density) the slower the movement.

In dry air at 20 °C (68 °F), the speed of sound is 1,236 kilometers per hour or 768 miles/hr.

[It's worth repeating that the speed of sound in a medium is completely determined by these properties of the medium.]

$$v = (K/\varrho)^{1/2}$$

Where:

v = velocity of the sound wave

K = Bulk modulus for the medium

ϱ = density of the medium

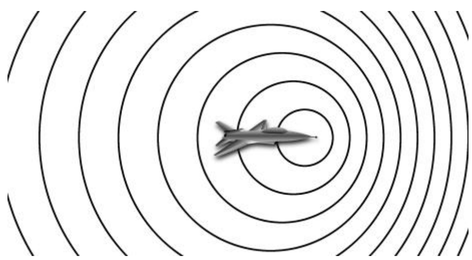
[Aircraft – and the sound barrier]

[We have seen the car that went faster than the speed of sound. But the speed of sound was more than just a milestone. Early experiences with aircraft traveling near the speed of sound caused so many problems, crashes and deaths that the speed of sound came to be considered a barrier – the sound barrier. But tragedies did provide the knowledge needed to build aircraft that could stand up to the stresses of extreme flight speeds.

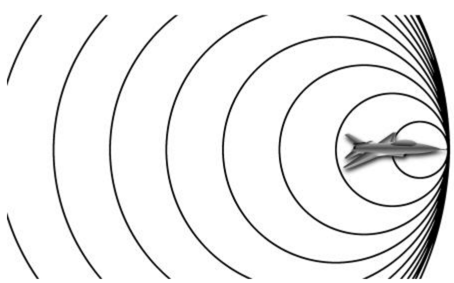
One of the most famous incidents was the breakup of de Havilland Swallow and death of its pilot, Geoffrey de Havilland, Jr. in 1946. Structural failure occurred as air built up, pitching the aircraft into a shock stall that placed tremendous loads on the fuselage and wings. The main spar cracked at the roots causing the wings to collapse.]

[Waves and Light]

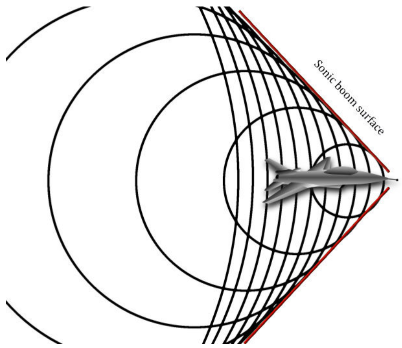
[Here's how it works. As an object travels through a fluid, like air, it creates waves that encircle it.



As the object approaches the speed of sound, these waves get bunched up at the front of the vehicle creating a shock front that places all sorts of stress on the aircraft.



At the point that the speed of sound is exceeded, the shape of the cone gets narrower. The sonic boom is along the front edge of the cone and follows the aircraft. Observers on the ground will hear one boom but that boom will travel with the jet.]



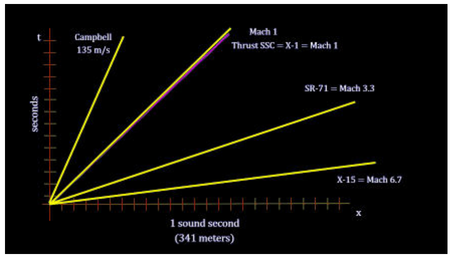
Aircraft

Chuck Yeager was the first to break the sound barrier in the X-1. In October 1947, he reached 1,100 km/hr. We use Mach numbers to signify the multiple of the speed of sound a vehicle travels. This was Mach 1.06.

The Lockheed SR-71A Blackbird set the current world's record for jet aircraft at 3,530 km/hr in 1976 – that's Mach 3.3.

The fasted rocket powered manned aircraft was the X-15. It set the record at 7,258 km/hr in 1967 – that's Mach 6.7

To graph the speeds these cars and aircraft have achieved, we'll need to adjust the units on the x axis again. This time, we'll make each interval on the x axis equal to the distance sound travels in air in one second. That's 341 meters. The line at 45^0s that divides the area in half, is the line that represents the speed of sound in air.



We're now getting close to as fast as humans and our machines can move. The last three we'll cover are all spacecraft.

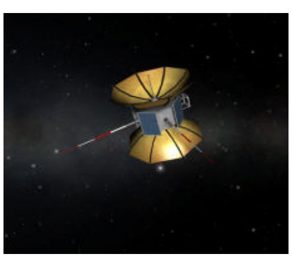
Apollo

Apollo 10 reached 39,896 km/hr in 1969 as it paved the way for man's first landing on the Moon.

New Horizons probe

The New Horizons spacecraft was launched in 2006 headed for Pluto. It is traveling at 58,536 km/hr – the record for unmanned space flight as measured relative to the Earth. It started sending back pictures of Pluto in July, 2015.

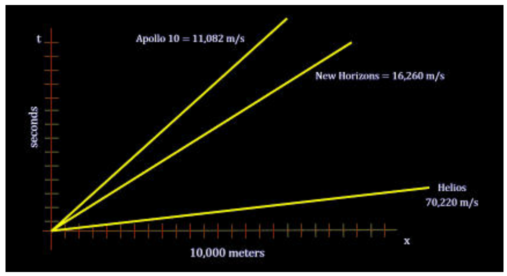
Helios-A & B



Helios-A and *Helios-B*, are a pair of probes launched into orbit around the Sun in order to study solar processes. Launched on Dec. 10, 1974, and Jan. 15, 1976, the probes are notable for having set a maximum speed record for spacecraft at 252,792 km/hr. But this speed is measured relative to the Sun, not the Earth!

Graph

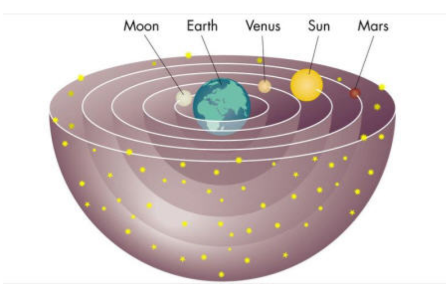
At these speeds, we have to increase the distance interval again. We'll set it at 10,000 meters per mark. Helios is moving 204 times faster than the speed of sound in air, and 17.5 million times faster than the snail in my backyard.



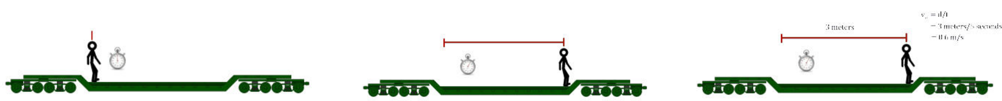
Galilean transformations

> ***[Music**: Mozart – Violin Concerto No 5 Turkish II: The Turkish, was written in 1775, premiering during the holiday season that year in Salzburg.***]**

All our speeds so far except for the last one was relative to the surface of the Earth. In the time before we knew the Earth was spinning on its axis once a day, and rotating around the sun once a year, everyone thought that the universe had one preferred frame of reference against which all other speeds could be measured. That preferred frame was the Earth, the center of the universe. But once Galileo spotted the moons around Jupiter, another approach was needed.

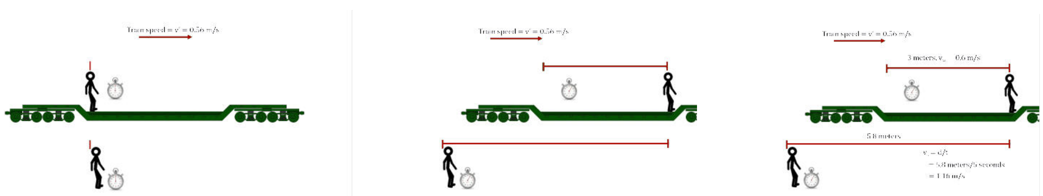


We'll use a train example. Let's measure the speed of the person walking on the train. We'll use the same measuring technique we used for the snail in my backyard. The person on the train sets his clock to zero; marks his starting spot; walks down the car; stops the clock; an marks the second point. Now he just measures the length of the line and divides by the time. In this example he went 3 meters in 5 seconds for a speed of .6 m/s.

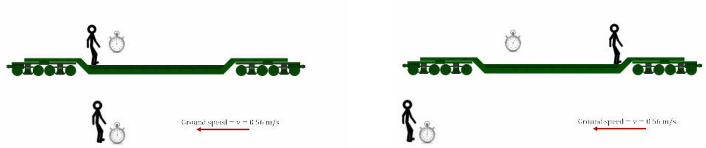


Now picture the train car moving slowly to the right at 2 km/hr. or .56 meters per second (remember that a meter is just a bit longer than a yard). This is the speed as measured by a person on the ground. We'll call it v'.

We then repeat the measurement for the observer on the ground who's watching the train go by. He sets his clock to zero at the same time the rider on the train does; he marks the rider's starting spot; he watches the rider move down the moving car; he stops the clock when the rider does; and he marks the second point. Now, using the same process, he just measures the length of the line and divides by the time. In this example the rider went 5.8 meters in the same 5 seconds for a speed of 1.16 m/s.



Who is correct? Is he moving at .6 m/s or almost double that speed at 1.16 m/s? In the old system, before Galileo, you could argue that the observer on the ground was correct. But in the actual world of equal reference frames, and total motion relativity, both are correct. In fact, we could have done it from the point of view of the train instead of the person on the ground. In that case, it is the person on the ground that is moving at .56 m/s to the left, instead of the train moving to the right.



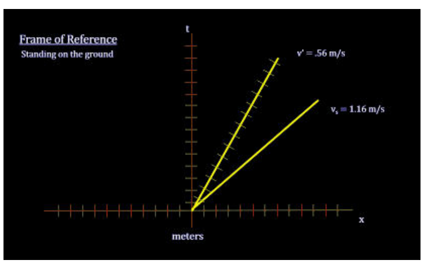
With this in mind, to be completely accurate, the statements need to be worded as "The person on the train is moving at .6m/s with respect to the train.", and "The person on the train is moving at 1.16 m/s with respect to the ground."

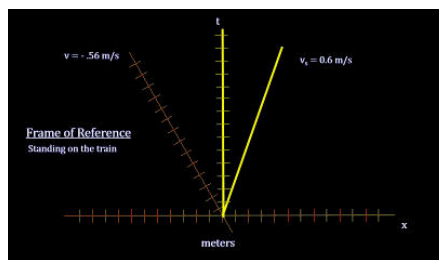
You can see that we are simply adding the speed of the train to the speed of the person with respect to the train. This is the Galilean transformation between two reference frames moving at a constant speed with respect to each other. These are called inertial frames because they are not experiencing any acceleration. In this model, time flows at the same rate in all inertial reference frames, and all motion is relative. The Galilean transformations give us the equations for converting from one frame to another.

Galilean Transformation

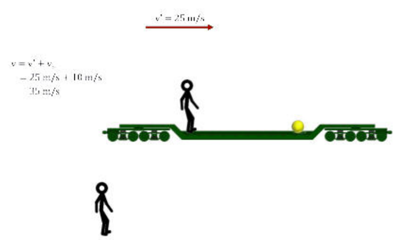
$$t = t'$$
$$x = x' + v't$$
$$y = y'$$
$$z = z'$$

If we put this on our space-time graph, we see the train moving as the inertial frame velocity v', and the person walking with the velocity 1.16 m/s. Now just rotate the velocity lines to make the train standing still. This turns it into the space-time graph for the train's frame of reference. Here we see that the ground is moving backwards at 0.56 m/s, and the person on the train is moving at 0.6 m/s.

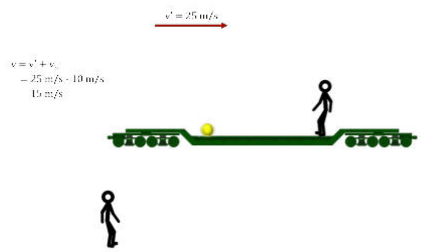




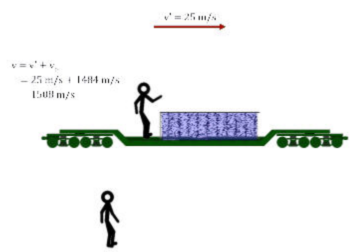
Let's look at another example. Here the train is moving faster at 25 m/s. The person on the train kicks a ball in the direction of the train movement and measures its speed at 10 m/s. The person on the ground would add this to the speed of the train and get 35 m/s.

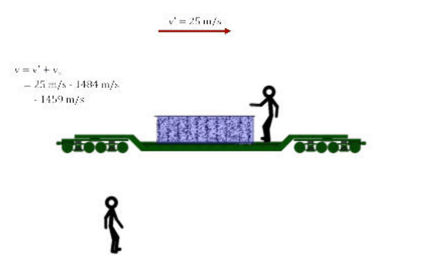


Now if the person kicks the ball in the opposite direction, the person on the ground would subtract the speed of the ball from the speed of the train. He would see it moving at 15 m/s. [In fact, if the boy had kicked the ball backwards at 25 m/s (the speed of the train), the person on the ground would see it as standing still!]

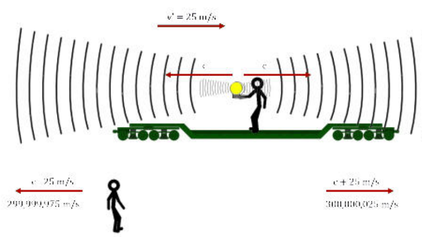


Here's another example that illustrates that it doesn't matter what is moving. Suppose the person on the train kicks a water container initiating a sound wave in the water moving in the direction of the train. He would measure the speed of sound in water as being the same when he kicks it forward and when he kicks it backward. The speed of sound in water is around 1,484 m/s. The person on the ground would measure the forward moving wave at 25 m/s faster than that (1,509 m/s), and he would measure the backward moving wave at 25 m/s slower than that (1,459 m/s).





It followed that if it were a lightbulb that the person on the train turned on, he would see the light moving in the direction of the train and the light moving in the opposite direction of the train to be the same 300,000,000 m/s = c. But the person on the ground would measure the light moving with the train as just a little faster than c (c + 25 m/s = 300,000,025 m/s), and the speed of light traveling against the movement of the train just a bit less than c (c - 25 m/s = 299,999,975 m/s).



This view stood the test of time from Galileo until the mid-1800s because no one could measure the speed of light **and** no one had instruments sensitive enough to measure these small differences in the speed of light.

The Speed of Light

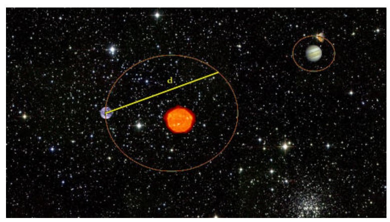
Then in 1849, a French physicist named Antonio Louis Fizeau did measure the speed of light. He repeated an unsuccessful experiment conducted by Galileo in the 1630s. Galileo's method was quite simple. He and an assistant each had lamps which could be covered and uncovered at will.

They climbed to the tops of hills around 1.5 km apart. Galileo would uncover his lamp, and as soon as his assistant saw the light he would uncover his. By measuring the elapsed time until Galileo saw his assistant's light, factoring in reaction times calculated earlier, and knowing how far apart the lamps were, Galileo reasoned he should be able to determine the speed of the light.

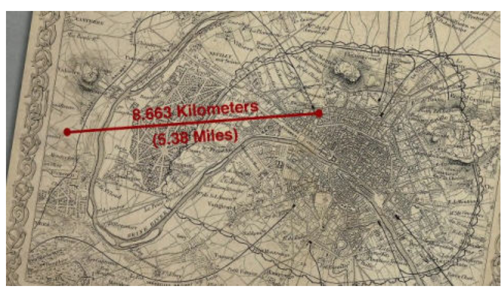
Given how fast light is, we know that the time interval Galileo was trying to measure was around 5 microseconds. The clocks available to him at that time could not measure that tiny a time interval. His conclusion about light speed was: If it's not instantaneous, it is extraordinarily rapid.

$$
\begin{aligned}
c &= d/t \\
t &= d/c \\
&= 1.5 \text{ km} / 300000 \text{ km/s} \\
&= 0.000005 \text{ seconds}
\end{aligned}
$$

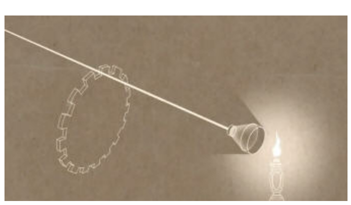
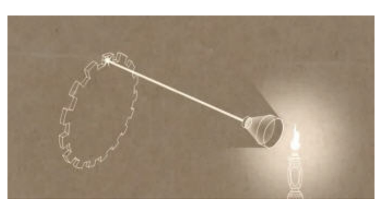
[We went over astronomer Ole Roemer's 1676 calculation based on Jupiter's moon Io during our "How Far Away Is It" segment on the Solar System. He came to the conclusion that light travels at 200,000 km/s.]



As Galileo had done, Fizeau chose two high points, but in his case they were a good deal further apart at just over 8 ½ km.

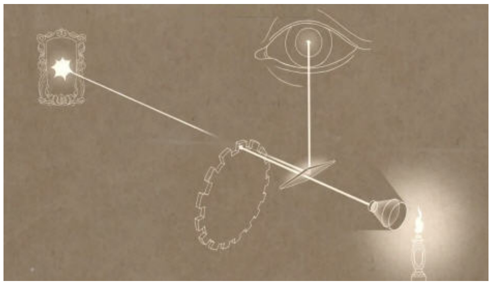


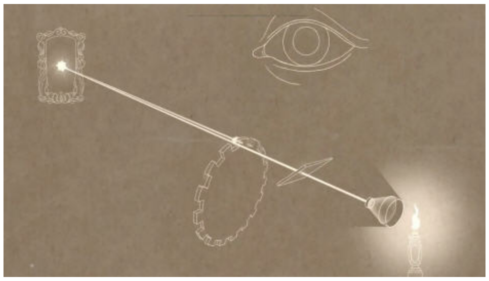
In place of covering and uncovering lanterns, he used shining light through the edge of a toothed wheel. Whether the light beam got through the edge of the wheel depended on the wheel's position. If one of the teeth was in front of the light beam, it was blocked. If one of the gaps was in front of the light beam, it got through.

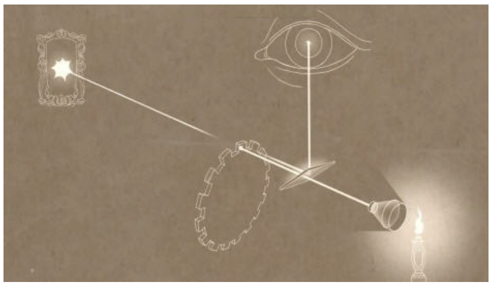
To avoid the problem of human reaction time, Fizeau placed a mirror on the far hill instead of a person. He also added a partially reflective mirror to guide returning light to his eye.

When Fizeau set the wheel spinning at a slow speed, a flash of light that shot through one of the gaps would travel to the mirror on the distant hilltop, get reflected, and travel back to Fizeau so fast that the gap was still in place. The wheel had not had time to move a tooth in the way of the beam of light to block its return.





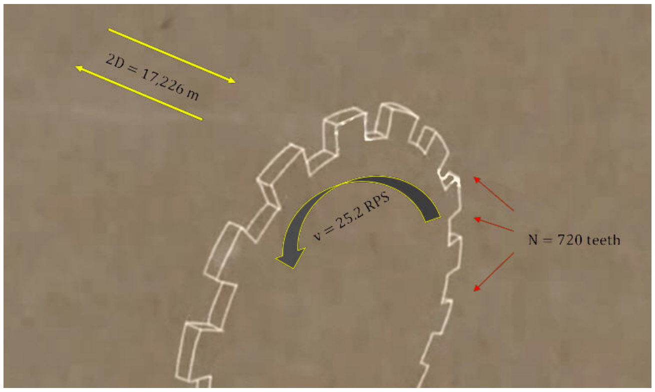
Fizeau then increased the speed of the wheel until the light moving through each gap to the mirror and back encountered a tooth instead of the gap on its return. This blocked the light from getting to his eye.



Fizeau continued to make the wheel spin faster until, eventually, the light would shoot through a gap and, by the time it travelled to the mirror and back, the tooth had moved completely across the line of sight. The beam of light returned just in time to move through the next gap and he could see it again.

In supper slow motion it would look like this. [The wheel has 720 teeth.] Knowing the number of teeth and the rotation rate, Fizeau could calculate the time it took for one tooth to move out of the way of the returning light. Dividing the distance by the time gave him the speed of light at 313,000,000 m/s. He was only off by 4%.

[At 25.2 revolutions per second, the light that travels 17,266 km to the mirror and back arrives just after the tooth has moved 55 microseconds - which is just enough to get the tooth out of the way so the light could pass through.]



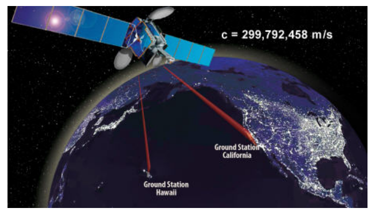
Let

c = the speed of light
D = distance to mirror
N = the number of teeth
v = wheel's RPS

We have

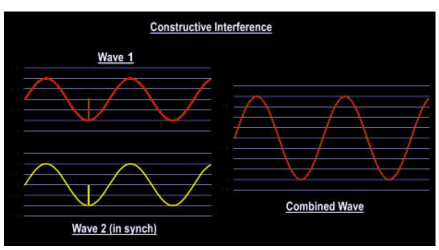
$$c = 2DNv$$
$$= 2 \times 8633 \text{ m} \times 720 \times 25.2/\text{s}$$
$$= 313{,}000{,}000 \text{ m/s}$$

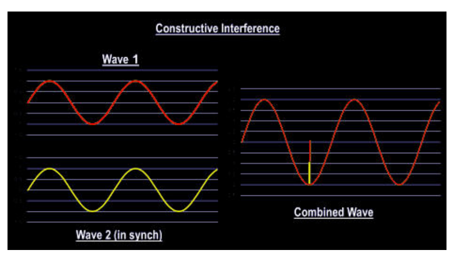
Today we beam laser light through a vacuum and measure the timing with atomic clocks. Here's the current number. We'll round to 300,000,000 m/s. [That's 300,000 km/s or 186,000 miles/s.]



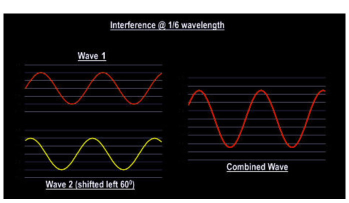
*[**Music**: Joseph Haydn – Symphony No 98: Haydn composed the symphony in early 1792. At the time, Haydn was in the midst of the first of his two visits to London, under contract to perform a series of new symphonies]*

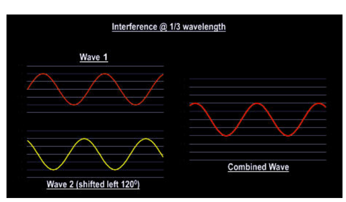
In 1881, Albert Michelson found a way to measure extremely small **differences** in the speed of light. This is precisely what we need to verify the Galilean transformation for light. His basic idea revolved around light interference patterns. For example, if we combine two waves that are in synch with each other, they reinforce the output wave.

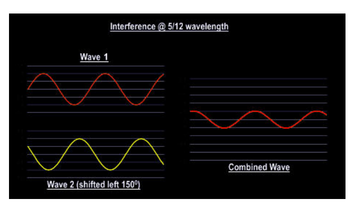




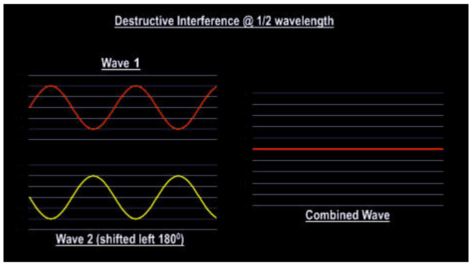
As we shift one of the input waves, we see the output deviate from the maximum reinforcement.



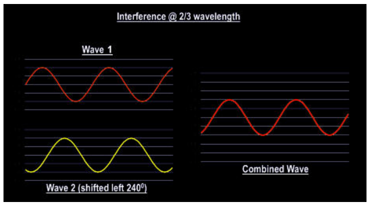


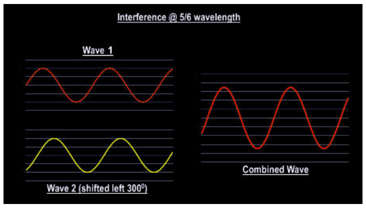


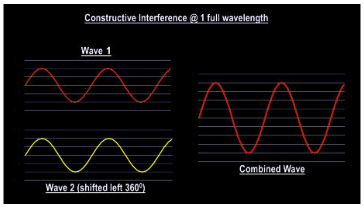
As we reach ½ of a wavelength out of synch, we get total destructive interference. The waves in effect, cancel each other out.



If we keep going, we move back into complete constructive interference as we reach one full wavelength.



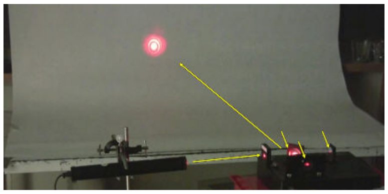




Michelson Interferometer

What Michelson did was to leverage this light interference behavior in what we now call an interferometer. Here's one from the MIT physics lab.

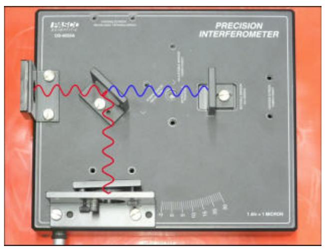
A light source shines light into the interferometer where it is split and reconstructed using mirrors. The reconstructed light shows up on a screen.

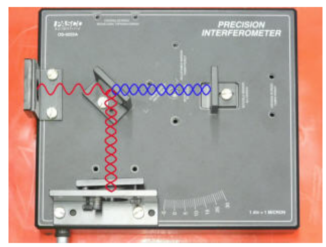


[The characteristics of the interference pattern depend on the nature of the light source and the precise orientation of the mirrors and beam splitter.] The bright lines indicate areas of constructive wave interference and the darker lines indicate areas of destructive wave interference.

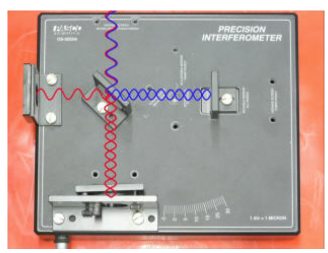
Moving the mirror changes the positions at which the light constructively and destructively interferes.

Here's how the light flows through the apparatus. First, the incoming light source is split into two by a partially reflective mirror. These two beams then reflect off of mirrors and recombine at the splitting point.

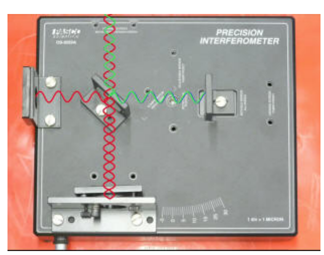




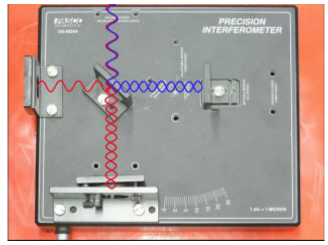
If the distances traveled are exactly equal, they will be in synch when they recombine. This produces the maximum constructive interference.



The main fringe has been marked with tape to help keep track of any shifting. If we move one of the mirrors by ¼ of a wavelength, that wave will have traveled ½ of a wavelength less distance than the other one. (It looses ¼ on the way to the mirror + ¼ on the way back.) This produces the maximum destructive interference. You can see the shift in the fringes from bright to dark.



As we continue to shorten the wave to the point that it travels one whole wavelength less than the other one, we return to being in synch and get back the maximum constructive interference. The fringe pattern has now shifted one full fringe producing a pattern just like the one we started with.



As we continue to shorten the path for the split wave, we can count the number of fringe shifts. In our experiment, we shortened the wave by 65 μm and produced 10 fringe shifts. A simple division gives us the wavelength. So knowing the distance and counting the shifts gives us the wavelength. But, as we'll see shortly, the important thing for us to note is that knowing the wavelength and counting the shifts gives us the distance the split wave was shortened.

$$n\lambda = d$$
$$\lambda = d/n$$

Where

λ = the light's wavelength

d = the length the split wave is shortened

$= 6.50\ \mu m$

n = number of shifts

$= 10$

We have

$\lambda = 6.5\ \mu m/10 = 0.65\ \mu m$

$= 650\ nm$ = red light

$$n\lambda = d$$

Where

d = the length the split wave is shortened

λ = the light's wavelength

$= 0.65\ \mu m$

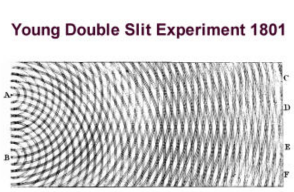
n = number of shifts

$= 10$

We have

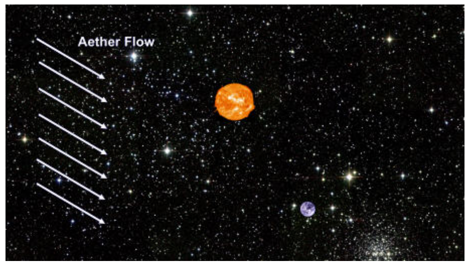
$d = 10 \times 6.5\ \mu m = 65\ \mu m$

Then in 1887 Michelson teaming up with Edward Morley and published the results of their experiment that used an interferometer to measure the differences in the speed of light from platforms moving in motion with respect to each other. We'll spend a little time here going over how they did it.



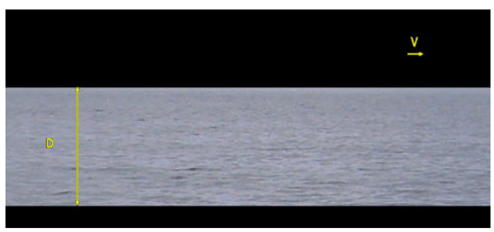
Since 1801 when Young proved that light traveled as a wave, and throughout most of the 19th century, it had been assumed that space was filled with a substance called the aether to support light propagation just like air supports sound wave propagation.

The aether represented the universal frame of reference against which all other motion could be measured. The question at the time was, how fast is the aether flowing. Or more precisely, how fast is the Earth moving through the aether. Michelson and Morley were trying to answer this question with their experiment.

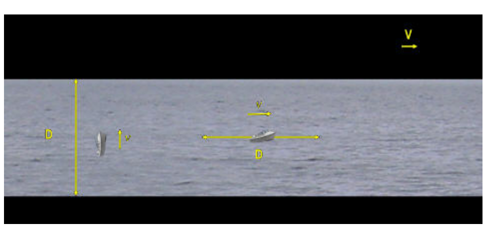


*[**Music**: Chopin – Raindrop: Some think that of Raindrop was written during Chopin's stay at a monastery in Majorca in 1838.]*

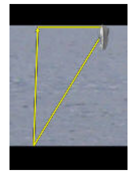
A good way to see what's happening is to picture a river that measures D across and is flowing to the right with speed (capital) V.



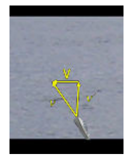
Now we put two boats in the river, each moving with a speed (lower case) v. One boat will move across the river to a point on the other bank directly opposite the starting point and then return. The other boat will travel downstream the distance D and then return to its starting point. We'll calculate the time required for each round trip.



Let's take a look at the cross river trip. If the boat headed directly for the destination point, the current would take it downstream and it would miss its target.



To compensate, the upstream component of its velocity would have to match the flow velocity of the river. This would give us a right triangle where v' would be the net speed across the river. We can calculate v' by using the Pythagorean Theorem.

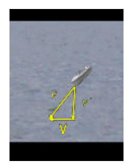


$$v^2 = V^2 + v'^2$$

$$v' = \sqrt{v^2 - V^2}$$

$$= v\sqrt{1 - V^2/v^2}$$

The same analysis works for the trip back, so the time for the round trip can be calculated as twice the time for one way. That's 2 times the distance divided by the v'. Substituting the value for v' we get the final equation.



$$t_a = 2D / v'$$

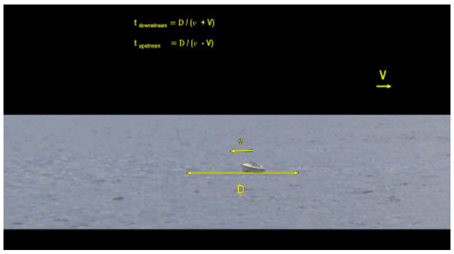
$$= 2D/v\sqrt{1 - V^2/v^2}$$

$$= \frac{2D/v}{\sqrt{1 - V^2/v^2}}$$

[Now this is an interesting equation. Note that the time it takes is simply equal to the distance traveled divided by the speed of the boat, but with an adjustment factor that is one over the square root of 1 minus the speed of the river squared over the speed of the boat squared. See how if the speed of the river slows to zero, or the speed of the boat gets so large compared to the speed of the river, (river speed/boat speed)^2 gets very small and the denominator gets very close to dividing by 1. At that point, we have the simple equation - time equals the distance divided by the speed. The equation you'd use in a lake where the water is not flowing.]

$$t_a = \frac{2D/v}{\sqrt{1 - V^2/v^2}} \qquad \textbf{If} \quad V^2/v^2 \longrightarrow 0 \qquad \textbf{Then} \quad t \longrightarrow 2D/v$$

Now let's take a look at the boat traveling down the river and back. The time it takes to go the distance D is simply D dived by the speed of the boat plus the speed of the river. The trip back takes D divided by the speed of the boat minus the speed of the river. Using the common denominator to add these two times, gives the time it takes to make this round trip.



$$t_{\text{downstream}} = D/(\nu + V)$$
$$t_{\text{upstream}} = D/(\nu - V)$$
$$t_b = t_{\text{downstream}} + t_{\text{upstream}} = D/(\nu + V) + D/(\nu - V)$$
$$= \frac{D(\nu - V) + D(\nu + V)}{(\nu + V)(\nu - V)} = \frac{2D/\nu}{1 - V^2/\nu^2}$$

Let me take a quick aside here, because this is a good equation for illustrating how we use math in physics. Notice that if the speed of the river is greater than the speed of the boat, time goes negative. If we took the equation to be a general statement about time, one would conclude that time can flow backwards.

But if we stick with the situation that we used to develop the equation, we see that a negative time simply means that the poor slow boat can never get back to its starting point. The river will simply continue to carry it downstream.

$$t = \frac{2D/\nu}{1 - V^2/\nu^2}$$

$$\text{If} \quad V > \nu \quad \text{Then} \quad t < 0$$

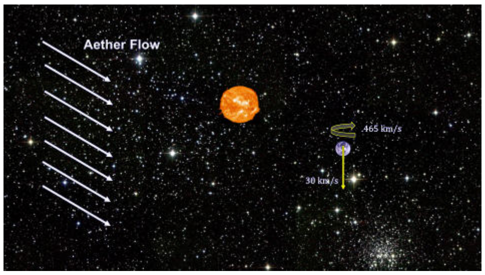
Now back to our example. If we take a look at the ratio of the cross-river time t_a to the down-river time t_b, we see that it creates an equation that can be solved for the velocity of the river. For example, if the boat speed is 25 km/hr, and we carefully measure the time of the two trips to be 10 min for the cross-river round trip, and 15 minutes the down-river round trip, then we can find the river flow. In this example, it's 8.68 km/hr.

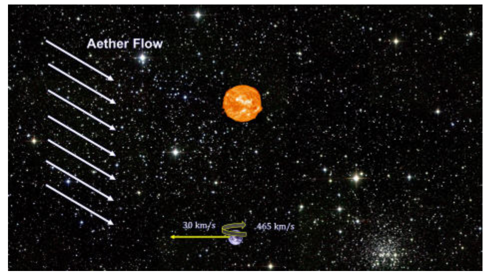
$$\frac{t_a}{t_b} = \frac{\dfrac{2D/\nu}{\sqrt{1 - V^2/\nu^2}}}{\dfrac{2D/\nu}{1 - V^2/\nu^2}} = \sqrt{1 - V^2/\nu^2}$$

$$V = \nu\sqrt{1 - (t_a/t_b)^2} = 25\text{ km/hr}\sqrt{1 - (10/15)^2} = 8.68\text{ km/hr}$$

***[Music**: Puccini – Tosca Vissi d'arte: "Vissi d'arte" is an aria sung by the title character in Giacomo Puccini's three-act opera, La Tosca, which premiered in Rome in 1900.*]

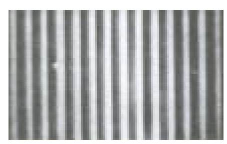
Michelson and Morley understood that the Earth is moving through the aether in different directions at different seasons. In our segment on the Solar System, we found that the Earth is revolving around the sun at 30 km/s. And depending where on the surface of the Earth you are, you could add or subtract as much as 1/2 km/s due to the Earth's rotational speed.



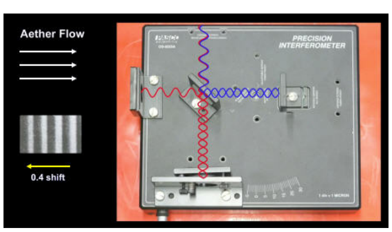


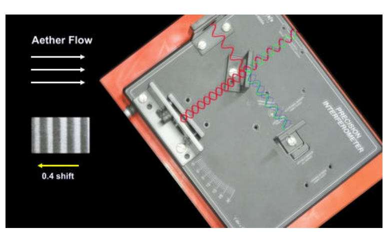
What Michelson and Morley did was to measure the ratios for light traveling with the aether and across the aether to determine the speed of the aether, just like we did for the boats in the river. Here's the apparatus that they used. It works like the one from MIT, only it's mounted on a stone slab and floating in a pool of mercury to allow for slowly rotating the interferometer.

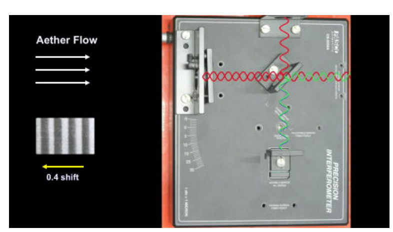
Here's the actual interference patter they saw.



As the interferometer is rotated, the light flowing perpendicular to the direction of the aether would take time t_a, and the light flowing with and against the aether would take time t_b. Rotating the interferometer would change the ratio from t_a/t_b to t_b/t_a and the interference patter would shift. Using the speed of the Earth through the Aether, they estimated that the shift in the pattern would be just under ½ of a fringe.







But there was no shift. When the experiment was performed at different seasons and at different locations, the results were the same. No shift.

Initially, the fact that there was no shift was viewed as a failure by Michelson and Morley to measure the velocity of the aether. But on reflection, scientists started asking some very fundamental questions. Is there an aether? How can we add the velocity of light and the velocity of the platform and come out with the velocity of light? Are the Galilean transformations wrong? And for us, in this video book, a big question was 'does the fact that the speed of light is a constant mean that it is also a speed limit and nothing can go faster than that?' These are the questions we'll address with Einstein's special theory of relativity in our next segment.