

**GENERAL CERTIFICATE OF SECONDARY EDUCATION
TWENTY FIRST CENTURY SCIENCE**

A333/02/INS

PHYSICS A

Unit 3: Ideas in Context plus P7
(Higher Tier)

INSERT

**Wednesday 10 June 2009
Afternoon**

Duration: 60 minutes



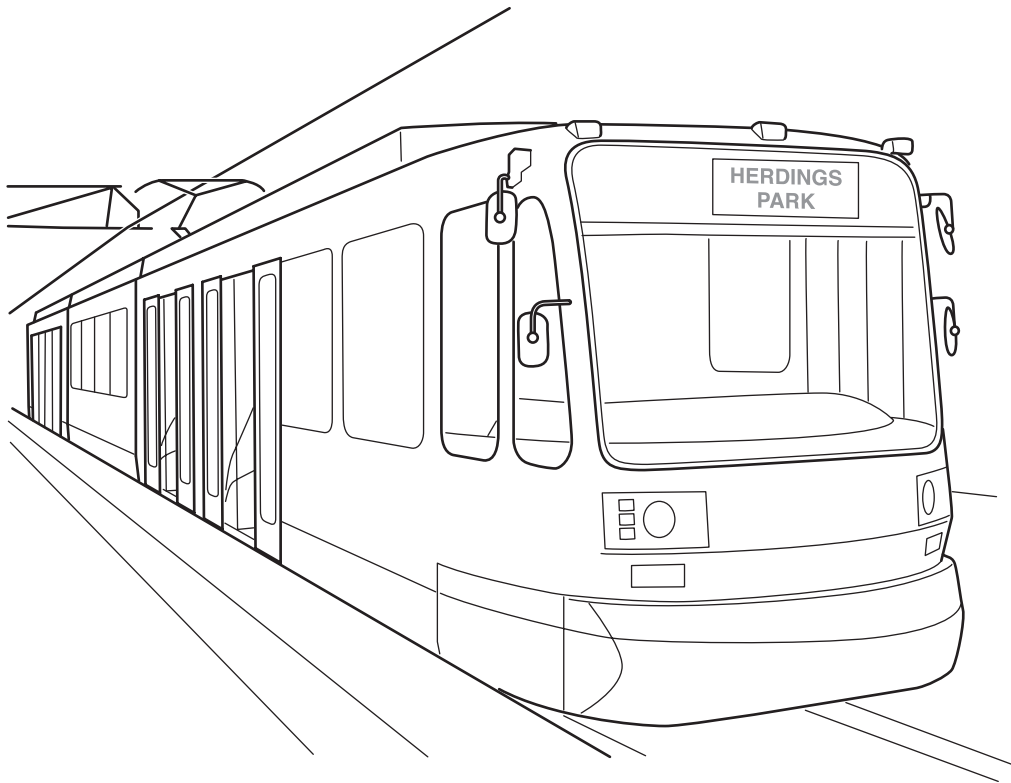
INSTRUCTIONS TO CANDIDATES

- This insert contains the article required to answer question 1.

INFORMATION FOR CANDIDATES

- This document consists of 4 pages. Any blank pages are indicated.

Sheffield Supertram System



With a length of 34.8m and a width of 2.65m, the supertram is one of the largest articulated cars ever built for public transport. An empty supertram has a mass of about 50 000kg. It can carry 88 people sitting down and an extra 162 passengers standing. The supertram has a top speed of 80km/h. The momentum change when the supertram pulls away from a stop and reaches top speed is enormous.

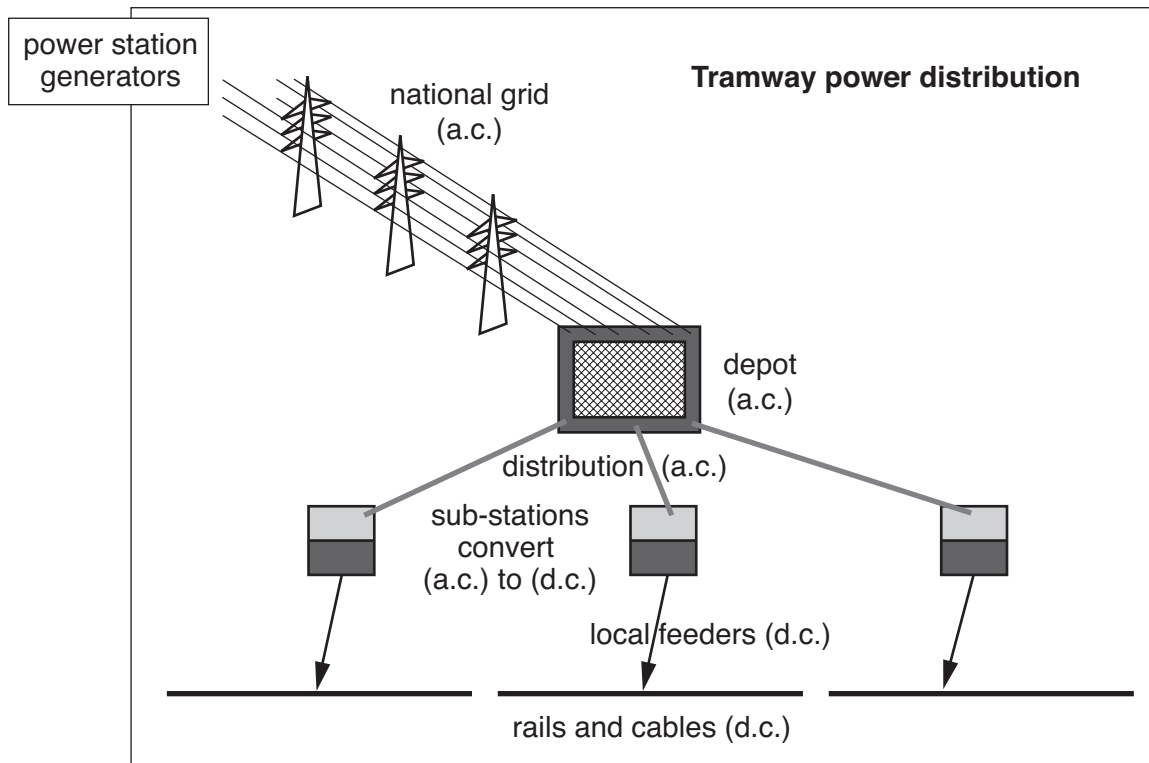
The steepest hill the supertram goes up and down has a slope of about 1 in 10. A lot of energy is needed for the tram to go up this hill in Sheffield. Going down the hill, the gravitational potential energy of the supertram is mostly converted to kinetic energy. When the regenerative brakes are used to slow down the tram, the kinetic energy is converted to electrical energy. The electrical energy can be stored in batteries or fed back into the tram circuit.

Electrical power

The tram uses electricity to work, usually from overhead cables. The electricity comes from the power supply, along the overhead cables and then flows down a pole. The pole sticks out of the top of the tram and touches the overhead cables.

The tram driver controls the flow of the electricity. The faster he wants to go, the more electricity he lets flow through.

The electricity flows through the motors, down to the wheels and into the rails. It flows back to the power supply along the rails. This means that if more than one supertram is on the tracks at the same time, they are in parallel in the electrical circuit.



The supertrams run on a 750 volt electrical supply. They use electricity from the national grid. This is transmitted as an alternating current (a.c.). The a.c. electricity is produced by generators in the power stations. The electricity is distributed across the tramway network as a.c. At local sub-stations near the rails it is transformed to the correct voltage for the overhead cable (750 volts) and converted to a direct current (d.c.).

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