APPARATUS	YEAR	AUTHORS	REF.	PRESSURE TRANSITION IN KILOBARS								
				Bi I-II	Bi II-III	Tl II-III	Ba II-III	Yb	Bi III-V	Sn I-II	Fe α-ε	Ba
Piston-cylinder	1941 1942	BRIDGMAN -in volume change (vol)	1	25		39,2 / 40	58,8 / 60	-	88,2 / 90	-	-	-
Bridgman's anvil	1952	BRIDGMAN-by resistance (res) (res)	2	25,65	27,08	45	78,4 /80	58,8		no data below 100 kbar		
Shock	1956	BANCROFT & al	5								131	
Belt	1958	BUNDY (res)	17	25,65	27,08	45	78,4 /80	58,8	122,5	114	-	-
Shock	1960	BOY & ENGLAND (res)	14	25,2		37,1						
Drickamer's anvil	1961	BALCHAN & DRICKAMER (res)	4	-	-	-	59 ± 1	-	90 ± 2	-	133 ±1,5%	144
Piston-cylinder	1962	KENNEDY - LA MORI (vol)	3	25,38 ±0,02	26,96 ±0,18	36,7 ± 0,1	59,6 ± 1	-	-	-	-	-
Drickamer's anvil	1962	BALCHAN & DRICKAMER (res)	9									
Piston-cylinder	1963	KLEMENT-JAYARAMAN-KENNEDY	10							113 / 115		
Tetrahedral press	1963	HALL & MERRILL (res)	18						~78			
Bridgman's anvil	1964	STARK & JURA	6					39,5				
Bridgman's anvil	1964	STROMBERG & al	24						81 ± 4	99 ± 4	118 ±6	
Piston-cylinder	1965	ROUX	21	25,5 ±0,15	27,6 ±0,15	36,8 ±0,6				107		
Tetrahedral press	1965	JEFFERY (vol) (res)	8	↕ 25,0 ±0,5	↕ 28,0 ±0,6	↑ 35,6 ±1,3	↑ 54,5 ±1,5	↑ 38,1 ±1,3	↑ 76,5 ±2	↑ 92 ±3,5	-	-
Cubic press	1965	GIARDINI & SAMARA (ind.vol)	19						81-82			
Tetrahedral press	1966	JEFFERY (res)	11	↑ 26,2 ±0,8	↑ 29,1 ±0,8							
		BARNETT - sheet										
		VAN FLEET - wire		↑ 26,5 ±1,3	29,7 ±1,4	35,4 ±2,1	↑ 54,6 ±0,9	↑ 38,2 ±1,5	↑ 75,7 ±1,3	↑ 92 ±3		
		HALL										
Piston gauge	1966	VERESHCHAGIN, ZUBOVA & al	13	25,4 1 %	26,9 1 %	36,9 1 %	58,5 1 %		89,3 1 %			
Dead-weight piston jauge	1967	HEYDEMANN (vol)	20	25,48 25,50	±0,06	according grain size and purity						
Piston-cylinder	1967	KENNEDY & al	29				55,0 ±0,5					

TABLE 1 - PRESSURE TRANSITION DATAS

tencies of the main pressure scales in the particular case of an apparatus called "X type anvil", and to suggest possible values for the transition pressures of Bismuth 3 - 5, of Tin an Iron. The four most widely used pressure scales, called A, B, C, D, (table 2) have been chosen so as to be compared. Making the asumption that the transition pressures below 60 kbar are accurate, a linear extrapolation reveals a few inconsistencies From the piston displacement recording, an analytical expression of the calibration curve is then derived. It is thus possible to evaluate the higher transition pressures.

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