



THOMPSON TANK HISTORY AND PRINCIPALS

The first vacuum loading device was a desperate procedure to empty a shaker pit on Signal hill in the mid 1930's. C.S. (Tommy) Thompson and Jop Chancellor, after the last Diaphragm Pump failure, noticed a large bubble tower lying horizontal in an adjacent field. Understanding that it was constructed with trays and down comers that would act like stiffener rings and prevent collapse, they ran a line from the intake manifold on a portable compressor auxiliary engine and created a partial Vacuum. A reinforced hose was ran from the tower to the shaker pit and after waiting patiently for the vacuum to build, the valve was opened and the speed that the material in pit was transferred to the tower impressed all at the site.

Tommy Thompson then designed the first Vacuum loading portable cargo tank using a large Sullivan compressor driven by and axillary engine, semi-trailer mounted, for Jop Chancellor and Jim Ogden who started C & O Vacuum Truck Service on Signal Hill, CA. After C & O was well established, Jop and Jim went on to Start Vacuum Trucks Inc., in Houston, Texas.

Tommy Thompson started Associated Tank, Pacific Coast Tank, reenlisted in the US Navy in early 1942 during WWII. After returning from the war in 1946 he started Thompson Tank & Mfg. Co. and Incorporated in 1950 in the State of California. We changed our Name in 1994 to Thompson Tank Inc. and incorporated in the state of Nevada. Thompson Tank is now owned and operated by David B Thompson, the son of David L Thompson, and the Grandson of C.S. (Tommy Thompson).

The Thompson Family has involved in the development and manufacture of the Vacuum-Pressure Cargo Tanks for handling Hazardous Liquids and Semi-Solid Waste for over Eighty Years.

Thompson has and always will Design our equipment, with the assistance of experienced operators, to exceed all applicable regulations and construction codes using the best components available. We make no attempt to be the lowest bidder and never will. Thompson Tank will not cut corners and compromise our principals of providing the maximum value for fair compensation, giving our customers what they pay for. Our goal is to continue to improve quality on each Unit we manufacture.

Certified calculations or test results by third party professional engineers that verify compliance as required by DOT 178.320 (b) (2) can be furnished on request, including: DOT 178.345-3 Structural Integrity, DOT-178. 345-8 Accident Damage Protection Devices, DOT 178-345-3 (b) Stresses Transferred to the Cargo Tank Wall.