

History of
Arthur Johnson Miller
as compiled by Carol Wallace
May 5, 1921 to May 17, 1987

- May 5, 1921 Born in Byron, Wyoming, in a log house with a dirt roof.
Parents: Charles Timothy Miller and Alice Johnson Miller
The youngest of seven children: 1 girl deceased; 5 brothers: Rachel, Sterling, Glen, Stanley, Cliff and Ralph.
- 1924 Moved to Mountain Home, Idaho; father worked with a team of horses haying in Grandview, Idaho.
- 1925 Family moved to Nampa, Idaho.
- 1926 Moved to Kuna; lived there two years. Attended first and second grade until Christmas in Kuna walking two mile to school.
- 1928 Family moved back to Nampa where he attended Sunny Ridge School.
- 1929 Baptized in the Second Ward of Nampa Church (Ward).
- 19333 Ordained a Deacon in the LDS Church
- 1934 Graduated as Valedictorian from Sunny Ridge School.
- 1935 Attended Nampa Junior High School and became the owner of his first car a 1933 Austin.
- 1936 Attended Nampa High School for two years and acquired his second car a 1929 Chevrolet
- Fall 1937 The family bought a ranch two mile above Idaho City.
- Jan. 1938 Moved back to Nampa to attend high school and lived with the Alva Read family until he returned to the ranch in March. Reached his Junior Year in High School.
- 1938 - 1941 From early spring to July, worked at the Gold Hill Placer Mine where he walked the box for \$4 a day (50¢ per hour!).
Worked on the ranch and helped his father improve the road with a team of horses for the Washington Mine. During the winter months they cut wood.
- Mar 1941 Tried to hire on with Forest Read with Morrison Knudson Construction Company to drive Bull Dozer at Wake Island in the Pacific Ocean. Since he had never driven one he was not hired but Forest was because he said he had experience. Forest Read was captured by the Japanese when they took Wake Island in 1942 and was sent to Japan as a prisoner of war and kept there until the end of the war and weighed about 90 lbs at the end of World War II. As told by Frank Kimball.
- Summer 1941 Went to Bremerton, Washington, to look for work. Applied at the U.S. Shipyards and was judged physically unfit for the job. In August he returned to Nampa and underwent a hernia operation.

- Dec 26, 1941 The U.S. Government called and requested Arthur to report to the Navy Shipyards at Bremerton, Washington at once. (World War II started with Japanese Attack at Pearl Harbor, Hawaii December 7, 1941.)
- 1942 Worked as a coppersmith's helper for \$6.00 a day on the 4-11 pm shift. He stayed in a boarding house in Silverdale which was 3 - 4 miles from the Navy Yard.
- Mar 21, 1942 He married DOTT KIMBALL and they moved to a house 4-5 miles out of Bremerton, Washington next to the Navy Yard. Arthur was made a coppersmith and earned \$8.00 per day after graduating from Puget Sound Navy Yard In-Service Training Program on January 13, 1943.
- Apr 25, 1944 Joined the Navy and went to and went to Boot Camp at Farragut Naval Station in Northern Idaho. He contacted scarlet fever the first week and was placed in isolation for a couple of months. He completed his basic training in July and was sent to Range Finder School in San Diego. Because of his eyes, he washed out of this school and was transferred to Landing Craft School. He finished, as a Signalman, before Christmas and was transferred to the USS Randall.
- Dec 21, 1945 Attended Landing Craft School at San Diego, California where Dott joined him. Dott worked for the Red Cross and they at a Hotel on Broadway as told by Frank Kimball.(added by Keith Miller)
- Dec 01, 1945 Put to sea on a training mission and later went to Pearl Harbor, Eniwetok (Marshall Islands) and then back to San Francisco. Next to Antioch with a load of gasoline; back to San Francisco and picked up a load of Air Corps mechanics, etc. and took them to Iwo Jima. Went to Guam before returning to San Francisco. From San Francisco they went back to Pearl Harbor, Eniwetok, the Caroline Islands, and Okinawa. He earned the rank of Coxswain and was put in charge of a landing barge.

The following was taken from Navy and Internet Sources Records by Keith Miller: "USS Randall was a Haskell class Attack Transport, Displacement: 12,450 tons, Length: 436'6", Beam: 24', Speed: 17 knots, Armament: 1 5", 12 40mm AA, Complement (crew): 532; Troops: 1,562, Maritime Commission VC2-S-AP5 "Victory" type modified to carry fully equipped Army and Navy Units. Vehicles and heavy stores are stowed in the lower holds. Troops are quartered in upper cargo spaces. About 20 landing craft are carried topside. Built at Permanente Metals Corp., Richmond, Calif., and commissioned 16 December 1944.

" Randall (APA-224), built under Maritime Commission contract (MCV hull 572), was laid down 15 September 1944 by the Permanente Metals Corp., Yard No. 2, Richmond, California, launched 15 November 1944, sponsored by Mrs. Donald D. Dick, and acquired by the Navy and commissioned 16 December 1944. Capt. Harold R. Stevens in command. Following shakedown and training off the California coast, Randall departed San Diego 9 February 1945, for Pearl Harbor, whence, after further training; she sailed on 2 March via [Eniwetok](#) for the [Volcano Islands](#). Arriving at [Iwo Jima](#) on 25 March, she discharged Army passengers and cargo and embarked marines for transportation to Guam. On 20 April she returned to Pearl Harbor, thence carried drummed petroleum products to [Kwajalein](#) where she took on Navy and Marine personnel for return to the United States. Arriving at San Francisco 18 June, she sailed 9 July for Ulithi, embarked Army units, then continued on to Okinawa, arriving 12 August. With the end of World War II, Randall was assigned duty and on 5 September got underway for Korea with units of the 7th Army Division. Returning to

Okinawa, she carried marines to Taku, 26-30 September, then, after a run to the Philippines, sailed again for the China coast. Between 22 October and 23 November, she ferried Chinese troops between Kowloon to Chinwangtao and Tsingtao and on the 29th departed the Far East on her first "Magic Carpet" run, carrying Army Air Corps units from Okinawa to Seattle.

Art told only a few stories about his service one of which was confirmed by his Brother in Law Frank Kimball in 2007. He told about Art bringing in a load of supplies in a landing craft during the battle of Iwo Jima. It was late in the day and he could not get unloaded because of all the sunken boats and chaos and had to stay next to the beach all night. He tied up to two other boats to wait. (I (Keith) remember my dad once told a story about being tied up over night with only his knife to defend with since they did not give him a gun.) He tied his boat off to two others. Uncle Frank said at day light he could see his boat was full of water from bullet holes and the only thing that kept him afloat was being tied to the other boats. Grandpa Art Miller was also at the at Okinawa, Japan on the USS Randall and they were attacked numerous times by Japanese Kamikaze Pilots. The Kamikaze Pilots attacked US ships up to mid August 1945.

Aug 14, 1945 WAR IS OVER IN THE PACIFIC OFFICIAL CEREMONEY Sept. 2, 1945.
The USS Randall went to Korea with Marine occupation troops; back to the Philippines where he was promoted to Boatswain II/C . Next they made two trips to Hong Kong where they picked up Chinese soldiers who were fighting the Chinese Revolution and took them North.

Two stories told by Art about the Chinese.

- 1) The Chinese would not eat the food on the ship until they saw that it was properly cooked because vegetables are grown in China with Human Fertilizer. To get the Chinese Soldiers to eat on the ship they built fires on deck and cooked the food in front of them.
- 2) Art thought he could get some souvenirs from the Chinese by trading some chocolate bars he had saved from his rations. He took a box of them out on deck to start trading, but the Chinese Soldiers were so excited about the chocolate they mobbed him and he had to throw the box in the air to escape the crush of soldiers around him.

Oct 12, 1945 First son, KEITH JOHNSON MILLER, was born in Boise, Idaho.

USS Randall went back to Okinawa and brought soldiers back to Tacoma, Washington. The ship went in the shipyards in Seattle for repair.

Jan 9, 1947 Arthur was Honorably Discharged from the Navy at Bremerton Washington and took the bus home to Boise where Dott and Keith were living at 1616 1/2 Franklin Street behind Dott's Parent's home. He was awarded the Asiatic Pacific Area Campaign Medal and the World War II Victory Metal.

Art and his brother Ralph bought the family ranch in Idaho City. They bought a surplus caterpillar to try and level and clear land. Because the mine was closed, they had to maintain fourteen miles of ditch; consequently, they were not able to get enough water in time for crops.

- 1946 Art and Ralph dissolved their partnership, and Arthur moved his family back to Boise where he worked for Guy Bradley until the fall of 1947. While working for Guy Bradley he drove truck through the Western United States.
- May 19, 1947 Second son, ARTHUR REID MILLER was born.
- 1948 Moved his family to Sunnyvale, California. Art and Forest Read bought a Reo truck and hauled cement and later gasoline. The truck was repossessed in August and Art drove a cement truck for Charlie Bee.
- 1949 Worked for Oakland Produce Transfer driving truck from Southern California to Seattle; the company went bankrupt.
- 1951 Worked for Woolridge as a welder/mechanic in Sunnyvale.
- 1952 Drove truck for Western Transport from San Jose, California to Los Angeles.
- 1953 In the spring, moved to Caldwell and leased a farm where he raised hay, sugar beets, grain, and cattle.
- Aug 14, 1954 Third son, ROSS KIMBALL MILLER, was born.
- 1954 In the Fall, moved back to Boise and operated the Union 76 Service Station at the Southwest corner of Overland and Latah Street.
- June 1955 Went into the wholesale oil business with Union Oil Company in Garden City, Idaho.
- May 24, 1959 Daughter, JEAN MARIE MILLER, was born.
- 1966 Separated from Dott Kimball Miller
- Mar 21, 1967 Divorced DOTT KIMBALL MILLER.
- Feb 21, 1968 Married LAUREL M. STRICKLAND
- 1970 Sold his wholesale oil business to Union Oil Company.
- 1971-1973 Built and operated his now Independent Oil Distributorship in Garden City, ID. .
- 1973 Closed doors of his Independent Oil Distributorship (Bulk Plant) because no gasoline or other products were available to him because of the "Oil Crisis". He went to work for his brother Ralph Miller as road boss building forest service roads. Became extremely ill when he contracted hepatitis in July which resulted in mononucleosis.
- Oct 1973 Started driving tanker truck for Clark Tank Lines hauling salt water and molasses.
- 1974 Drove tanker truck for Arrow Truck Lines.
- Dec 17, 1975 Divorced LAUREL STRICKLAND MILLER.
- Sep 7, 1976 Married PATRICIA LOUISE PERRY and Divorced January 12, 1977.
- Jul 13, 1978 Married CAROL WALLACE.
- Drove tanker truck for Charlie Brown and again for Clark Tank Lines.

1978 Managed Rancho Truck Stop. In September began driving for Caribou Four Corners and continued until June 1982 when he was forced to take a medical retirement.

Dec 2, 1985 Divorced CAROL WALLACE MILLER.

1986 Was diagnosed as having SRO Syndrome, a Supranuclear Palsy which is irreversible, progressively degenerative disease. Due to illness, resided in Grand Oaks Health Home from October 1986 through February 1987.

Feb 28, 1987 Moved to Idaho Veterans Nursing Home.

May 17, 1987 After several bouts of pneumonia and a deteriorating physical condition complicated by an inoperable abdominal obstruction, he died at the Veterans Hospital in Boise, Idaho; 66 years old.

May 23, 1987 Funeral services were held at Alden Waggoner Funeral Chapel and he was buried at Dry Creek Cemetery.

Hobbies: Art or AJ loved trap and skeet shooting and won a number of awards doing them later in his life. He loved to compete. He liked to hunt and fish as well as camp in the forest. He had a camping trailer and often spent time in Cascade and High Valley, Idaho. He was also an avid Bowler and often took his kids with him to learn and play the game. He could "witch" or locate water underground using a forked peach tree limb or heavy steel wire. He was a member of the Lions Club in the 1950's and 60's in Boise, Idaho and spent considerable time in volunteer efforts for the club.