

University of Wisconsin-Madison Steinway-Moor Concert Grand Technical Information

Serial Number 268675

"Steinway-Moor Concert Grand"

Steinway & Sons piano of Hamburg manufacture

Case Number: 706 CC

Model: D (Orchestral Concert Grand; custom case height, custom action)

Length: 9'2½"

Width: 4'11¾"

Rim Height: 1'6¾"

Overall Height from Floor: 3'7¼"

Approximate Weight: 1000 lbs.

Finish: ebonized

Sold to: Werner von Siemens, Berlin-Lankwitz, December 14, 1929

Plate Casting Number: 1517 (standard Hamburg cupola plate)

Modifiers: Una Corda, Coupler, Sostenuto, and Damper pedals. Except for the latter, a catch mechanism is available for retaining the pedals in their depressed positions.

Lower Keyboard Compass: 7¼ octaves - AAA-c⁵ - 88 notes

Upper Keyboard Compass: 6¼ octaves - AAA-c⁴ - 76 notes

Action: Double Keyboard developed by Emanuel Moor (1863-1931). Upper keys are relatively short, are in a slightly slanted position, and are retained by a key stop rail. This keyboard, directly above the lower, plays the piano one octave higher than normal. The ivories of the lower keys are elevated at their backs between the sharps. All of the lower keys are on the same level at their backs. The sides of the lower sharps are hollowed out. Capstans from the lower keys consist of long rods with one or two adjusting nuts. The let-off buttons are fairly large wooden cylinders felted on their bottoms. Both keyblocks are single pieces of custom design held in place by one screw each. The keyslip has four screws.

History: This piano is the only known instrument from Steinway & Sons with the Moor Double Keyboard. A few of these actions have been built into pianos by Bechstein, Bösendorfer, and Weber (Aeolian Co.). The bent-rim case design with round arms is standard for the period, modified for extra height. The overstrung scale design is standard, first made 1884 in its earliest form with subsequent modifications. The Hamburg factory (Steinway's *Pianofabrik*) received unfinished Ds from New York from 1884 to 1888. Since 1888, Model D has been in regular production in Hamburg.

In 1961, the Steinway-Moor Concert Grand was purchased by biochemist Harry Steenbock for the use of Gunnar Johansen. Mr. Johansen passed away in 1991. On October 4, 1998 the piano was reported to be in the Johansen residence studio approximately thirty miles west of Madison, WI under the care of Mrs. Johansen.

Jahrgang Steinway & Sons Mitteilungen Number 14, page 1011, Signed [F. Wo.]:

Upon the order of Mr. Werner von Siemens we recently built a Steinway-Moor Concert Grand for use in his private music salon, accommodating 450 persons, in Berlin. The peculiarities of this grand, for which is responsible the creative genius of the Hungarian pianist and composer Emanuel Moor, consist of two keyboards, or manuals, and the octave-coupling system.

Of the two keyboards, which are placed one above the other, the lower and foremost is the same as that of an ordinary piano. With the aid of a special pedal the action can be "coupled," so that every key on the ordinary keyboard, when struck, will play simultaneously the normal note with the higher octave.

The upper keyboard, in its function, is quite independent of the coupling device, and only operates the upper octaves. The ivories of the lower keyboard are provided with an elevation at the back of the key between the sharps so that all the keys are on the same level at this

particular place. In order to facilitate the playing of the ivories the sides of the sharps are hollowed out.

Owing to the position of the two manuals, magnificent possibilities for polyphonic play have been achieved. For instance, it is possible to strike chords which extend over two octaves with one hand. With the assistance of the coupling device, tonal effects of unsuspected volume are produced.

The four pedals of the Steinway & Sons–Moor (Flügel) Concert Grand as counted from the left, are as follows: 1) Piano [soft]; 2) Coupling; 3) Sustaining [sostenuto]; 4) Forte [damper].

The first three pedals are equipped with a device for retaining the pedals in their depressed positions when necessary.