

UNITED STATES SECURITIES AND EXCHANGE COMMISSION

Washington, D.C. 20549

Form 8-K

CURRENT REPORT

**PURSUANT TO SECTION 13 OR 15(d) OF THE
SECURITIES EXCHANGE ACT OF 1934**

Date of report (Date of earliest event reported): November 2, 2006

Kirby Corporation

(Exact name of registrant as specified in its charter)

Nevada

*(State or other jurisdiction of incorporation or
organization)*

1-7615

(Commission File Number)

74-1884980

(I.R.S. Employer Identification No.)

55 Waugh Drive, Suite 1000

Houston, Texas

(Address of principal executive offices)

77007

(Zip Code)

Registrant's telephone number, including area code:

(713) 435-1000

Check the appropriate box below if the Form 8-K filing is intended to simultaneously satisfy the filing obligation of the registrant under any of the following provisions:

- Written communications pursuant to Rule 425 under the Securities Act (17 CFR 230.425)
 - Soliciting material pursuant to Rule 14a-12 under the Exchange Act (17 CFR 240.14a-12)
 - Pre-commencement communications pursuant to Rule 14d-2(b) under the Exchange Act (17 CFR 240.14d-2(b))
 - Pre-commencement communications pursuant to Rule 13e-4(c) under the Exchange Act (17 CFR 240.13e-4(c))
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Item 7.01. Regulation FD Disclosure.

On November 2, 2006, Joseph H. Pyne, Kirby Corporation's President and Chief Executive Officer will present at the Stephens Inc. Logistics & Transportation Services Conference in New York. The presentation will be at 4:10 p.m. eastern time. A live webcast of the presentation will be available to the public and replays will be available afterwards. The webcast can be accessed by visiting Kirby's Web site at <http://www.kirbycorp.com/>.

A copy of the slide presentation that will be used by Kirby, substantially in the form intended to be used, is included as Exhibit 99.1 to this report and is also posted on Kirby's Web site at <http://www.kirbycorp.com/> on the opening page.

Item 9.01. Financial Statements and Exhibits.

(c) Exhibits

99.1 Kirby Corporation slide presentation dated November 2006

SIGNATURES

Pursuant to the requirements of the Securities Exchange Act of 1934, the Registrant has duly caused this report to be signed on its behalf by the undersigned thereunto duly authorized.

KIRBY CORPORATION
(Registrant)

By: _____ /s/ G. Stephen Holcomb
G. Stephen Holcomb
Vice President, Investor Relations

Dated: November 2, 2006

EXHIBIT INDEX

Exhibit 99.1 Kirby Corporation slide presentation dated November 2006



Kirby Corporation

Putting America's Waterways to Work
NYSE: KEX



November 2006

Forward Looking Statement Non-GAAP Financial Measures

Statements contained in this presentation with respect to the future are forward-looking statements. These statements reflect management's reasonable judgement with respect to future events. Forward-looking statements involve risks and uncertainties. Actual results could differ materially from those anticipated as a result of various factors, including cyclical or other downturns in demand, significant pricing competition, unanticipated additions to industry capacity, changes in the Jones Act or in U.S. maritime policy and practice, fuel costs, interest rates, weather conditions and the timing, magnitude and the number of acquisitions made by Kirby. Forward-looking statements are based on currently available information and Kirby assumes no obligation to update such statements. A list of additional risk factors can be found in Kirby's annual report on Form 10-K for the year ended December 31, 2005, filed with the Securities and Exchange Commission.

Kirby reports its financial results in accordance with generally accepted accounting principles (GAAP). However, Kirby believes that certain Non-GAAP financial measures are useful in managing Kirby's businesses and evaluating Kirby's performance. This presentation contains two Non-GAAP financial measures, adjusted net earnings and EBITDA. Please see the Appendix for a reconciliation of GAAP to Non-GAAP financial measures.



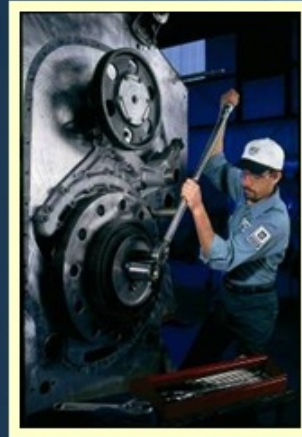
Kirby... Business Operations

Marine Transportation



86% of 2005 Revenue - \$686.0 million
Largest U.S. Inland Tank Barge Operator

Diesel Engine Services



14% of 2005 Revenue - \$109.7 million
Largest U.S. EMD Diesel Services Company



Kirby...Public Market Facts

NYSE: KEX

Current Price (October 27 , 2006)	\$35.36
Number of Shares O/S	52.9M
Market Capitalization	\$1,871M
Debt (September 30, 2006)	\$327M
Enterprise Value	\$2,198M
Employees	2,950



Kirby Facts

- Largest inland tank barge operator
- Operates 903 barges and 242 towing vessels
- Sustainable competitive advantages:
 - Lowest cost due to economies of scale
 - Best positioned for growth opportunities
 - “One Stop Shop” for customers
- 70% of Kirby’s business is under contract and 30% in the spot market
- Successful integration of 25 marine acquisitions



Acquisitions in Core Business

Shipper Owned (Blue)
Independent (Red)

Date	No. of Tank Barges	Description
1986	5	Alliance Marine
1989	35	Alamo Inland Marine Co.
1989	53	Brent Towing Company
1991	3	International Barge Lines, Inc.
1992	38	Sabine Towing & Transportation Co.
1992	26	Ole Man River Towing, Inc.
1992	29	Scott Chotin, Inc.
1992	*	South Texas Towing
1993	72	TPT, Division of Ashland
1993	*	Guidry Enterprises
1993	53	Chotin Transportation Company
1994	96	Dow Chemical (transportation assets)

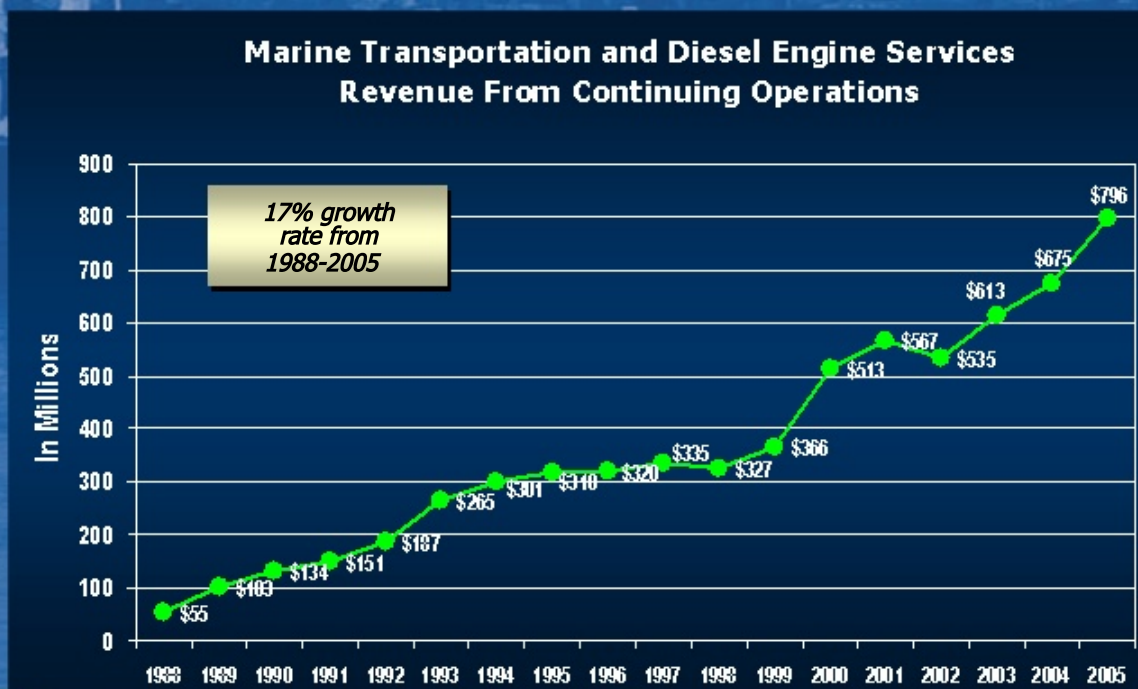
Date	No. of Tank Barges	Description
1999	270	Hollywood Marine, Inc. - Stellman - Alamo Barge Lines - Ellis Towing - Arthur Smith - Koch Ellis - Mapco
2002	15	Cargo Carriers
2002	64	Coastal Towing, Inc. (barge management agreement for 54 barges)
2002	94	Dow/Union Carbide (transportation assets)
2003	64	SeaRiver Maritime (ExxonMobil)
2005	10	American Commercial Lines (black oil-fleet)



* Towboats Only

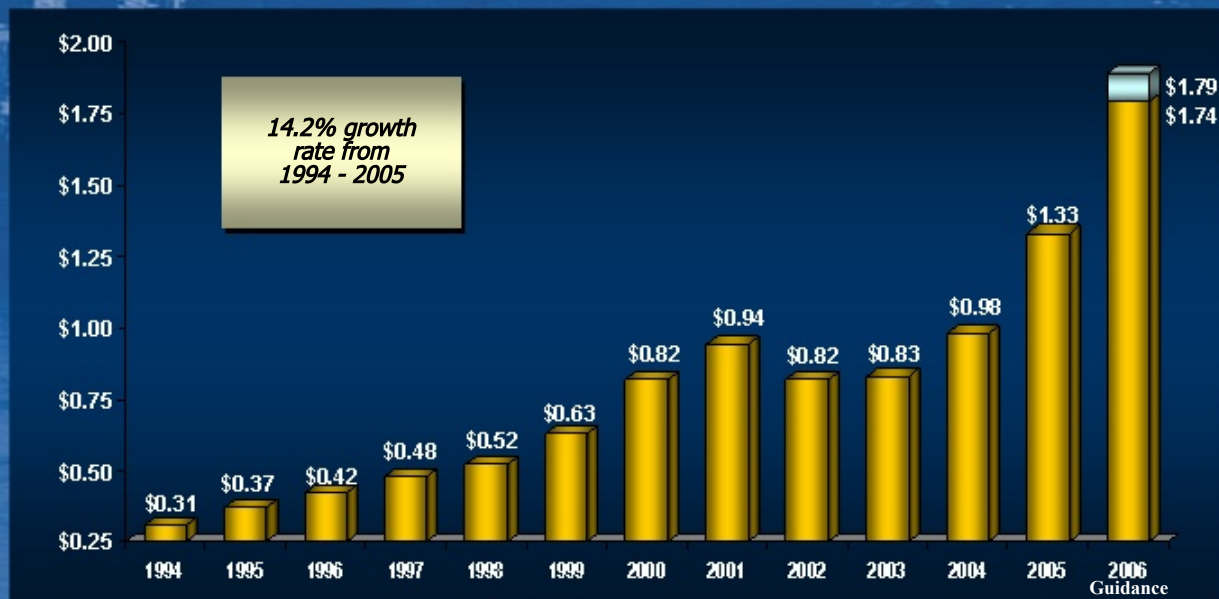
* Capital Towing

Revenue... Business Operations



Earnings Per Share

Earnings Per Share From Continuing Operations Before Adjustments



1994-2001 adjusted to exclude goodwill amortization expense

2002 adjusted to exclude impairment charges of \$12.5 million, net of taxes, or \$.51 per share

See Appendix for reconciliation of GAAP to Non-GAAP earnings per share

Earnings per share have been revised to reflect 2-for-1 stock split effective May 31, 2006



Inland Waterway System

Kirby is one of the few operators offering distribution throughout the Mississippi River System and Gulf Intracoastal Waterway

12,000 miles of navigable waterways linking America's heartland to the world

Texas and Louisiana account for 80% of the total U.S. production of chemicals and petrochemicals



Industry Facts

- Approximately 17,800 dry cargo barges, 2,800 liquid tank barges. Kirby is principally in the liquid cargo business.
- No competition from foreign companies due to a U.S. law known as the Jones Act
- Always a market to move product by barge on inland waterways
- Equipment not subject to economic obsolescence because draft and lock restrictions limit the size of barges
- Barges are mobile, carry wide range of cargoes, and service different geographic markets
- Inland waterway system plays a vital role in the U.S. economy
- Inland waterway system is an environmentally friendly mode of transportation



Differences Between Liquid Tank Barges and Dry Cargo Barges

2,800 Barges



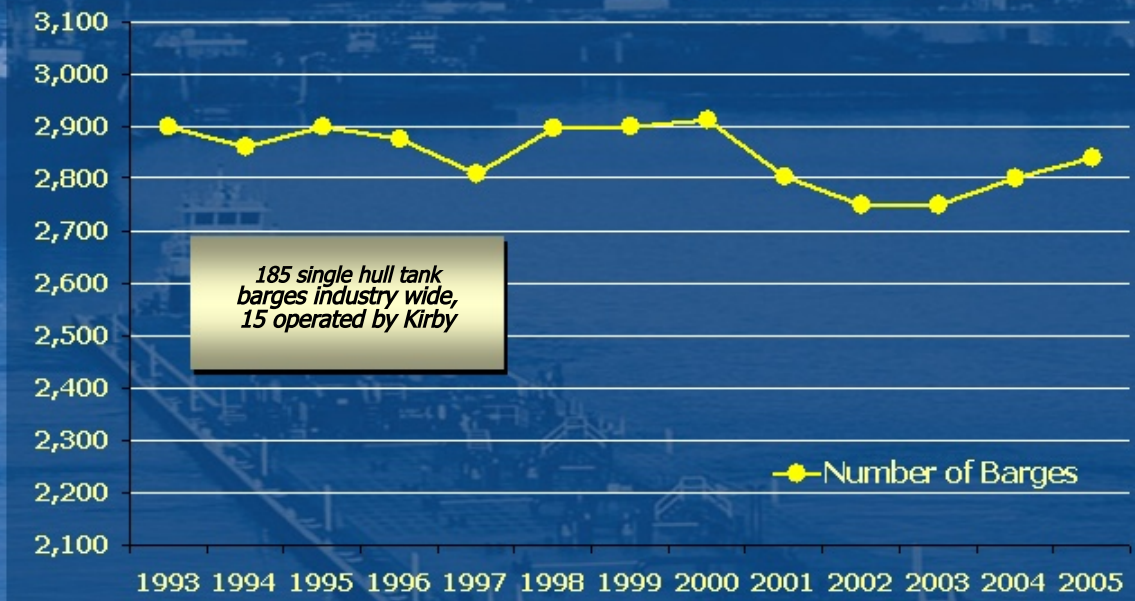
17,800 Barges



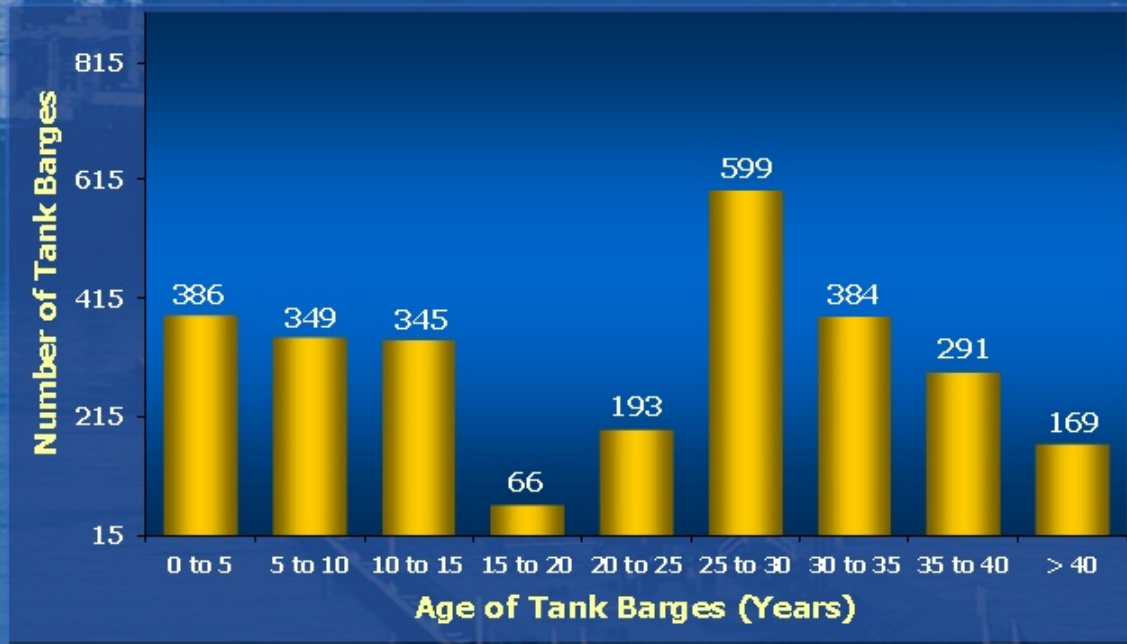
	Liquid	Dry Cargo
Cargoes	Petrochemicals, Black oil products, Refined products	Grain, Coal, Aggregate, Steel
Value of Cargo	High	Generally much lower
Pricing Drivers	Added value-safety, service and availability	Availability
Volatility of Volumes	Low	High
Crews	Licensed Pilothouse, Licensed Tankerman	Pilot house only
Cost of Barges	195x35/1500 tons barge - \$1,300,000	195x35/1500 tons barge - \$450,000
Regulatory Requirements	U.S. Coast Guard Inspected	Not Inspected

Number of Inland Tank Barges

For the years 1993 through 2005



Inland Tank Barge Fleet



Source: Informa Economics, Barge Fleet Profile, March 2006



Refinery Operable Capacity

17,395 on Sep 8, 2006



Barges Compete Successfully

With Rails and Trucks

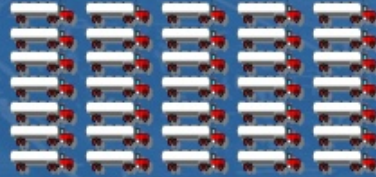


120



Rail Cars

450



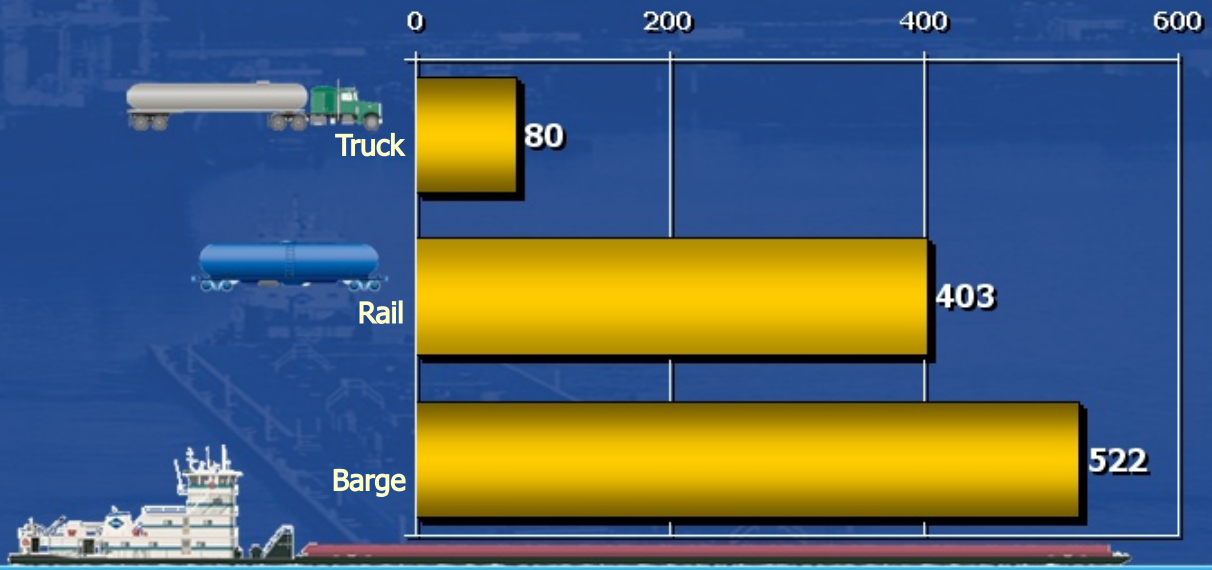
Trucks

Kirby's fleet capacity of 17.0 million bbls. equates to 85,000 trucks, or 22,600 rail cars



Barges...

Efficient



One gallon of fuel in a barge can move one ton of freight 522 miles, compared to 403 miles by rail and only 80 miles for a truck.

Barges...

Environmentally Friendly

- Smog is a major problem in most major cities
- Oxides of nitrogen are the chemicals that produce smog

While moving one ton of freight 1,000 miles:

Trains produce 3.5 *times* more nitrogenoxides as barges



Trucks produce 19 *times* more nitrogenoxides as barges





Largest Inland Tank Barge Operator

Petrochemicals – 67%



- Benzene
- Styrene
- Methanol
- Acrylonitrile
- Xylene
- Caustic soda
- Butadiene
- Propylene

Refined Products – 10%



- Gasoline
- Jet fuel
- Diesel fuel
- Naphtha

Black Oil Products – 20%



- Residual fuel
- No. 6 fuel oil
- Coker feed
- Vacuum gas
- Asphalt

Agricultural Chemicals – 3%



- Anhydrous ammonia
- Nitrogen-based liquid fertilizer
- Industrial ammonia



High Tech and Diverse Fleet

903 Active Tank Barges



Petrochemicals / Refined Products
High Capacity pumps – Specialty coated tanks

Pressure Pressurized tanks

Black Oil
Self-contained heating systems

Anhydrous Ammonia Refrigeration tanks

Specialty Stainless steel tanks



Fleet Size and Diversity...

Better Asset Utilization

- **Better Asset Utilization**

- More backhaul opportunities
- Faster barge turnarounds
- More efficient use of horsepower
- Barges positioned closer to cargos

- **Lower Incremental Costs**

- Enhanced purchasing power
- Minimal incremental G&A from fleet additions
- Less cleaning due to more barges with compatible prior cargos



Kirby Outpaces the Competition

Tank Barge Owners By Number of Tank Barges

Shipper Owned Independent	Tank Barges Operated	Dry Cargo Barges Operated	Shipper Owned Independent	Tank Barges Operated	Dry Cargo Barges Operated
Kirby Corporation	903	-	Dynegy Midstream Services	16	-
American Commercial Lines LLC	371	2,803	Dupont	16	-
Marathon Oil Corporation	170	-	Waxler Towing Company, Inc.	15	-
Canal Barge Company, Inc.	169	273	Horizon Maritime	15	-
Ingram Barge Company	165	3,716	Highland Towing	13	-
Florida Marine	91	-	Devall Towing	12	-
Blessey Enterprises	86	-	Chem Carriers, Inc.	12	-
American River Transportation Co	82	2,076	Plaquemine Towing Corp.	11	-
Higman Barge Lines, Inc.	80	-	Golding Barge Lines, Inc.	9	-
Cenac Towing Company, Inc.	72	-	Grifco	8	-
PPG Industries, Inc.	59	-	Westlake/GA&O Corporation	8	-
Southern Towing Company	53	-	Merichem Company	7	-
Martin Midstream Partners	52	-	Apex Towing	7	-
Settoon Towing, LLC	49	-	Republic of Texas	6	-
Magnolia Marine Transport Co	45	-	Hines Barge Line	6	-
LeBeouf Brothers Towing Co	44	-	American Milling	5	11
Olin Corporation	29	-	Mon River Towing, Inc.	4	142
John W. Stone Oil	28	-	Reilly Industries	4	-
Buffalo Marine Service, Inc.	24	-	Memphis Barge Lines	4	-
Rhodia, Inc.	20	-	Barge Management, Inc.	3	-
ConocoPhillips Company	20	-	Cytec Industries	2	-
River City Towing Services	19	-	Jantran, Inc.	1	-
Houston Marine Services, Inc.	18	-	Other dry cargo carriers	-	8,768
Lyondell Chemical Company	17	-	TOTAL	2,850	17,789

Informa Economics, Barge Fleet Profile, March 2006 - Adjusted

End Uses of Products...

Demand Drivers

Revenue Distribution	Products Moved	Products	Drivers
67%	Petrochemicals and Chemicals	Benzene, Styrene, Methanol, Acrylonitrile, Xylene, Caustic Soda, Butadiene, Propylene	Housing, Consumer Goods, Autos, Clothing
20%	Black Oil Products	Residual Fuel, No. 6 Fuel Oil, Coker Feedstock, Vacuum Gas Oil, Asphalt	Road Construction, Feed Stock for Refineries and Fuel for Power Plants and Ships
10%	Refined Products	Gasoline, Jet Fuel, Diesel Fuel, Naphtha	Vehicle Usage, Air Travel, Weather
3%	Agricultural Chemicals	Anhydrous Ammonia, Nitrogen-based Liquid Fertilizer, Industrial Ammonia	Corn, Cotton and Wheat Production



Strong Emphasis on Safety...

Safety Is Our Franchise To Operate



- **Committed to dedicating adequate resources to achieve safety objectives**
 - Extensive company-owned and operated training facility
 - Seamen's Church Institute (Towboat Simulator)
- **Industry leader**
 - **First winner of Benkert Award**, highest award given by Department of Transportation for safety and environmental protection



Blue Chip Customers





Diesel Engine Services

Medium-Speed and High-Speed Diesel Engines

Markets

- **Marine**
 - Inland Waterway Carriers – Dry and Liquid
 - Offshore Towing – Dry and Liquid
 - Offshore Drilling Rigs & Supply Boats
 - Harbor Towing
 - Dredging
 - Great Lakes Ore Carriers
- **Power Generation, Nuclear and Industrial**
 - Standby Power Generation
 - Pumping Stations
 - Industrial Reduction Gears
 - Land Drilling Rigs – Expansion Opportunity
- **Railroad**
 - Passenger (Transit Systems)
 - Class II
 - Shortline and Industrial

KIRBY

Engines and Transmissions/ Reduction Gears

- **Medium-Speed**
 - Electro-Motive Diesel (EMD)
 - Alco
 - Ingersoll-Rand
- **High-Speed**
 - Caterpillar
 - Cummins
 - Detroit Diesel
 - John Deere
- **Transmissions/Reduction Gears**
 - Allison
 - Falk
 - Twin-Disc

Services

Replacement Parts

Genuine OEM new parts
Kirby remanufactured parts
Nuclear dedication services

Engine Repair

Overhauls
Component repair
Block welding
Line boring
Remanufacture engines
Troubleshooting

Reduction Gear Repair

Bearing and element replacement
Case welding and machining
Line boring
Alignment



Acquisitions and Internal Growth

Acquisitions	
1987	National Marine
1991	Ewing Diesel
1995	Percle Enterprises
1996	MKW Power Systems
1997	Crowley (Power Assembly Shop)
2000	West Kentucky Machine Shop
2000	Powerway
2004	Walker Paducah Corp.
2005	TECO (Diesel Services Division)
2006	Global Power Holding Company
2006	Marine Engine Specialists

Internal Growth	
1989	Midwest
1992	Seattle
1993	Shortline & Industrial Rails
2000	Cooper Nuclear
2001	Transit & Class II Rails



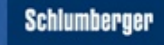
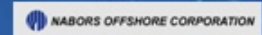
Key Customers

Medium – Speed Engines

AMTRAK
AEP/Memco
Diamond Offshore
Florida Power & Light
Moran Towing
NJ Transit
TECO Transport
Tidewater
TODCO

High-Speed Engines

Cal Dive International
Halliburton
Horizon Offshore
Nabors Offshore
Pride Offshore
Schlumberger
Seacor Holdings
Superior Energy Services
Tidewater



Market Conditions



Market Conditions

2005 Year

- Record revenues, net earnings, earnings per share and EBITDA
- Petrochemical and black oil products markets remained strong
- Winter weather conditions in January and February. Favorable conditions in March, second quarter and fourth quarter
- Hurricanes Katrina and Rita negatively impacted the third quarter by an estimated \$.05 per share
- Contract rates up 4% to 6%. Spot market rates higher than contract and up 20% to 25% over 2004
- Diesel engine services – strong service and direct parts sales, coupled with increased prices for both service and parts



Market Conditions

2006 First Nine Months

- Record revenues, net earnings, earnings per share and EBITDA
- Petrochemical, black oil and refined products markets remained strong
- Favorable weather conditions positively impacted financial results, with delay days down 29% when compared with 2005 first nine months
- Contract rates up 6% to 8%. Spot market rates higher than contract and up over 25% compared with 2005 first nine months
- Diesel engine services – accretive earnings from Global and Marine Engine Specialist acquisitions, as well as continued strong service and direct parts sales in the majority of its markets



2006 Fourth Quarter and Year Outlook

- 2006 fourth quarter earnings per share guidance of \$.40 to \$.45, compared with \$.38 for 2005 fourth quarter
- Guidance based on:
 - Marine transportation operating fundamentals remain strong
 - Diesel engine services operating fundamentals remain strong
- 2006 year earnings per share guidance of \$1.74 to \$1.79, compared with \$1.33 for 2005



Future Growth Opportunities

- **Acquire inland tank barge operations**
 - Kirby operates more efficiently due to size and distribution system
 - Competitors face fleet replacement decisions
 - Outsourcing by shippers provides growth opportunities
 - Customers seek to single source their requirements
- **Expand services related to marine operations**
 - Purchased two-thirds interest in Osprey Line, a provider of container on barge feeder service
 - Purchased remaining 65% interest in four offshore dry-bulk barge/tug units in March 2006
 - Manage or acquire marine facilities
- **Expand diesel engine service operations**
 - Purchased Global Power Holding Company and Marine Engine Specialists, Gulf Coast high-speed diesel engine services providers
 - Existing geographic foot print presents opportunities for expansion
 - Continue to develop exclusive parts distribution relationships



Osprey Line, LLC

- Purchased one-third interest in April 2004
- Increased ownership to two-thirds in January 2006
- Transports containers on barge on U.S. inland waterway system
- Future growth opportunity as U.S. contends with congestion problems
- Provides attractive alternative to rail and truck
- Very complementary to Kirby's existing distribution system and customer base



Financial Highlights



For Year Ended December 31, 2005

Income Statement	2005	2004	Change From 2004	
			\$	%
Revenues:				
Marine Transportation	\$686.0M	\$588.8M	\$97.2M	17%
Diesel Engine Services	<u>109.7</u>	<u>86.5</u>	<u>23.2</u>	<u>27%</u>
Total	<u>\$795.7</u>	<u>\$675.3</u>	<u>\$120.4</u>	<u>18%</u>
Operating Income:				
Marine Transportation	\$119.3	\$ 92.5	\$ 26.8	29%
Diesel Engine Services	12.9	8.4	4.5	54%
Corporate Expenses	<u>(10.0)</u>	<u>(7.6)</u>	<u>(2.4)</u>	<u>(32)%</u>
	122.2	93.3	28.9	31%
Other Income (Expense)	1.7	(.1)	1.8	1800%
Interest Expense	<u>(12.8)</u>	<u>(13.3)</u>	<u>.5</u>	<u>4%</u>
Pre-tax Earnings	111.1	79.9	31.2	39%
Taxes	<u>(42.3)</u>	<u>(30.4)</u>	<u>(11.9)</u>	<u>(39)%</u>
Net Earnings	<u>\$ 68.8</u>	<u>\$ 49.5</u>	<u>\$ 19.3</u>	<u>39%</u>
Earnings Per Share	\$ 1.33	\$.98	\$.35	36%



For First Nine Months Ended September 30, 2006

Income Statement	2006	2005	Change From 2005	
			\$	%
Revenues:				
Marine Transportation	\$604.5M	\$500.2M	\$104.3M	21%
Diesel Engine Services	<u>128.3</u>	<u>82.2</u>	<u>46.1</u>	<u>56%</u>
Total	<u>\$732.8</u>	<u>\$582.4</u>	<u>\$150.4</u>	<u>26%</u>
Operating Income:				
Marine Transportation	\$ 113.9	\$ 83.3	\$ 30.6	37%
Diesel Engine Services	19.8	10.1	9.7	96%
Corporate Expenses	<u>(9.0)</u>	<u>(6.2)</u>	<u>(2.8)</u>	<u>(45)%</u>
	124.7	87.2	37.5	43%
Other Income	1.3	1.1	.2	18%
Interest Expense	<u>(10.5)</u>	<u>(9.3)</u>	<u>(1.2)</u>	<u>(13)%</u>
Pre-tax Earnings	115.5	79.0	36.5	46%
Taxes	<u>(44.0)</u>	<u>(30.0)</u>	<u>(14.0)</u>	<u>(47)%</u>
Net Earnings	<u>\$ 71.5</u>	<u>\$ 49.0</u>	<u>\$ 22.5</u>	<u>46%</u>
Earnings Per Share	\$ 1.34	\$.95	\$.39	41%



Operating Margins



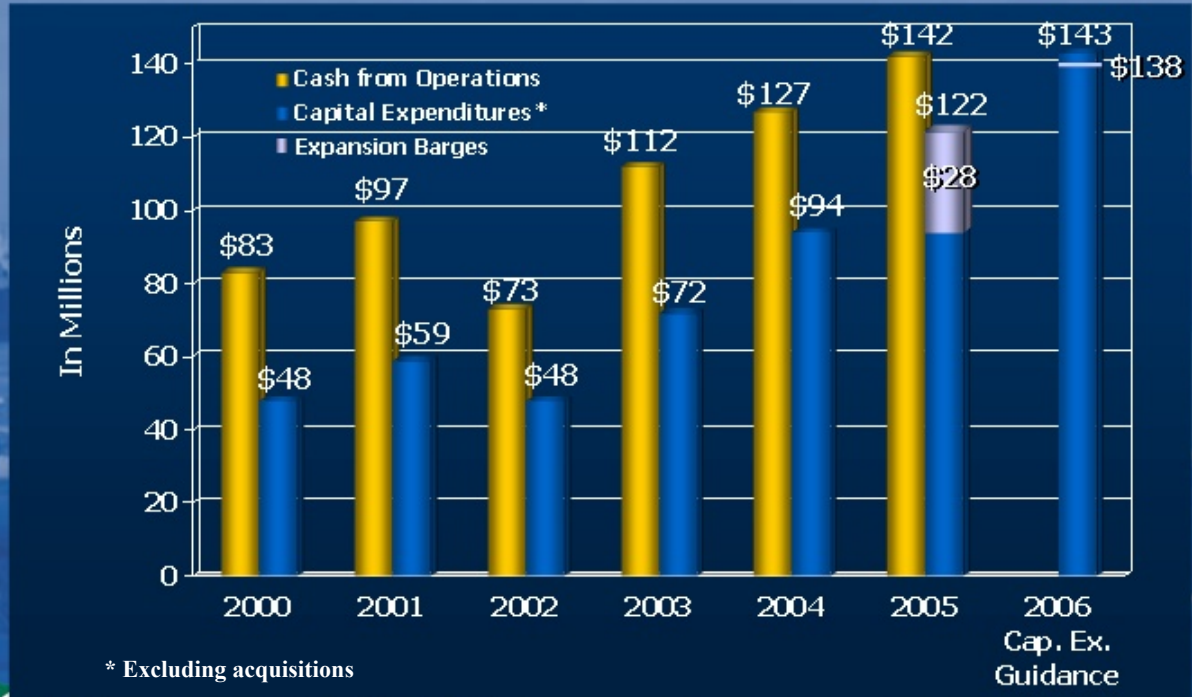
EBITDA Per Share Growth



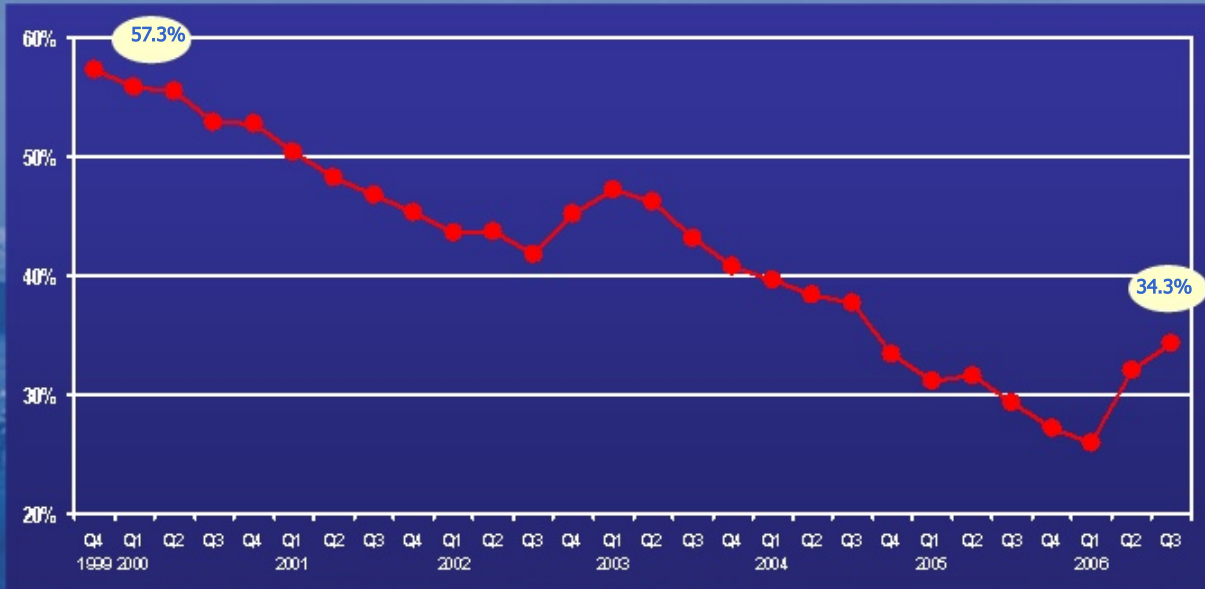
See Appendix for reconciliation of GAAP net earnings to Non-GAAP EBITDA



Cash Flows



Debt / Capitalization



Balance Sheet

	09/30/06	12/31/05	Change
Assets			
Current Assets	\$ 249M	\$ 186M	\$ 63M
Property & Equipment	749	642	107
Goodwill	223	161	62
Other Assets	<u>48</u>	<u>37</u>	<u>11</u>
Total Assets	<u>\$1,269M</u>	<u>\$1,026M</u>	<u>\$243M</u>
Liabilities & Equity			
Current Liabilities	\$ 156M	\$ 140M	\$ 16M
Total Debt	327	200	127
Other Liabilities	159	148	11
Stockholders' Equity	<u>627</u>	<u>538</u>	<u>89</u>
Total Liabilities & Equity	<u>\$1,269M</u>	<u>\$1,026M</u>	<u>\$243M</u>
Debt to Capitalization	34.3%	27.1%	



Financial Strength

- **Investment grade public debt**
 - Standard & Poor's – BBB+
 - Moody's – Baa3
- **8-year unsecured Private Placement due 2013**
 - \$200 million outstanding
 - Floating rate of LIBOR +0.5%
 - No required principal payments until maturity
- **\$250 Million Revolving Credit Facility**
 - Accordion feature allows maximum amount to increase to \$325 million without amendment
- **Protection against interest rate increases**
 - \$150 million of interest rate swaps



Why Invest In Kirby?



Why Invest in Kirby?

- Consistent long-term record of success in our two core businesses
- Excellent business fundamentals
- Strong free cash flow for growth
- Internal and external growth opportunities in core businesses
- Strong operating leverage with every 1% increase in marine transportation segment margin adds \$.08 per share to earnings; for diesel segment, adds \$.02 per share to earnings
- Fleet expansions will improve asset utilization, operating efficiencies and reduce costs



Kirby Corporation

*Putting America's
Waterways to Work*



Thank You For Listening to Our Story



Appendix



Petrochemical Plant Inputs and Products

Feedstock

Natural Gas



Olefin Plant

Products

è	Ethylene	80%	} 20%
è	Propylene	3%	
è	Butylene	2%	
è	Others	15%	

Feedstock

Naptha



Olefin Plant

Products

è	Ethylene	23%	} 77%
è	Propylene	13%	
è	Butylene	15%	
è	Others	49%	

Source: Petrochemicals by Burdick & Leffer

