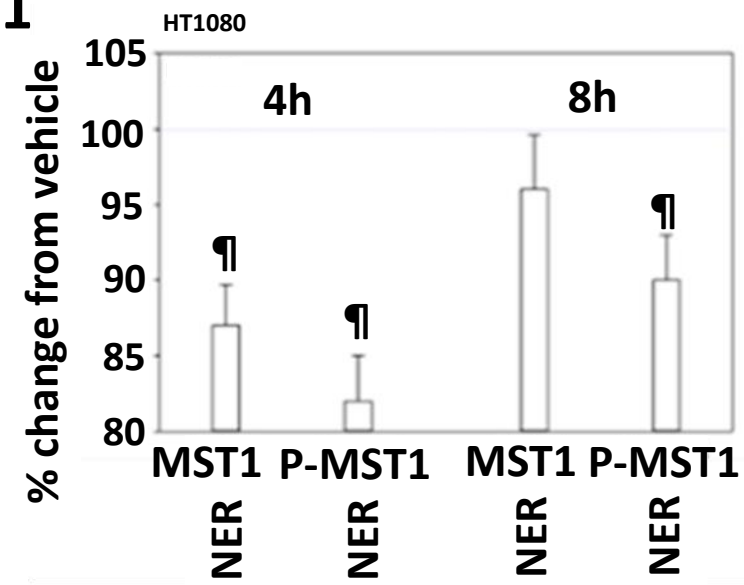
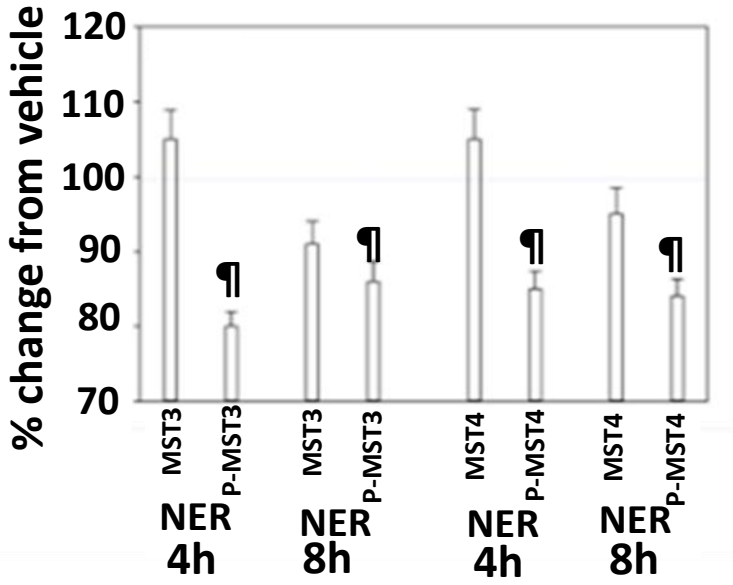
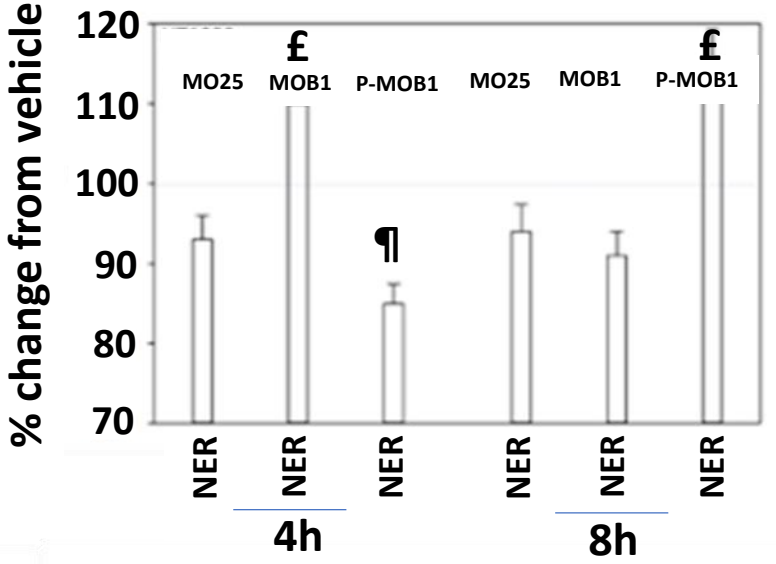
Figure S1. Neratinib, and when combined with [pazopanib + entinostat] reduces MST1, MST3 and MST4 activity in HT1080 cells. Human sarcoma cells were treated with vehicle control, [pazopanib (P, 1.0 μM) + entinostat (E, 50 nM)], neratinib (N, 50 nM) or the drugs as indicated in combination for 4h and for 8h. At each time point cells were fixed in place and immunofluorescence staining performed to detect the expression and phosphorylation of the indicated proteins. The percentage change in fluorescence intensity compared to vehicle control (defined as 100%) is plotted (n = 3 +/-SEM). * $p < 0.05$ less than [P+E] value; # $p < 0.05$ greater than [P+E] value; ¶ $p < 0.05$ less than vehicle control value; £ $p < 0.05$ greater than vehicle control value.

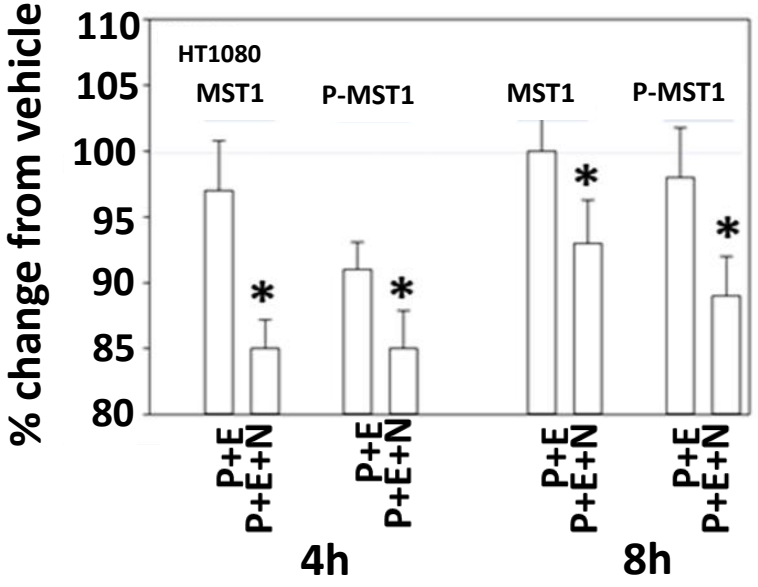
Figure S2. Neratinib, and when combined with [pazopanib + entinostat] reduces MST1, MST3 and MST4 activity in MES cells. Human sarcoma cells were treated with vehicle control, [pazopanib (P, 1.0 μM) + entinostat (E, 50 nM)], neratinib (N, 50 nM) or the drugs as indicated in combination for 4h and for 8h. At each time point cells were fixed in place and immunofluorescence staining performed to detect the expression and phosphorylation of the indicated proteins. The percentage change in fluorescence intensity compared to vehicle control (defined as 100%) is plotted (n = 3 +/- SEM). * $p < 0.05$ less than [P+E] value; # $p < 0.05$ greater than [P+E] value; ¶ $p < 0.05$ less than vehicle control value; £ $p < 0.05$ greater than vehicle control value.

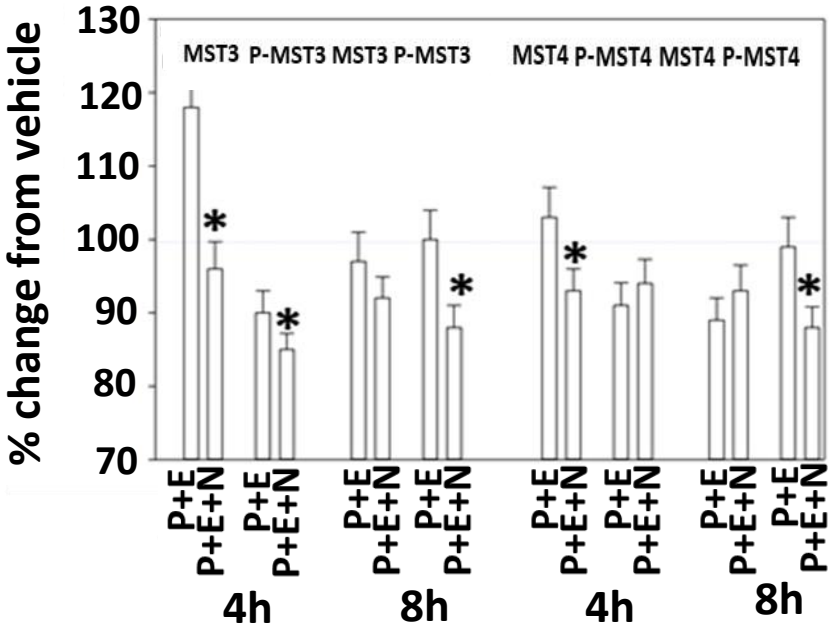
S1

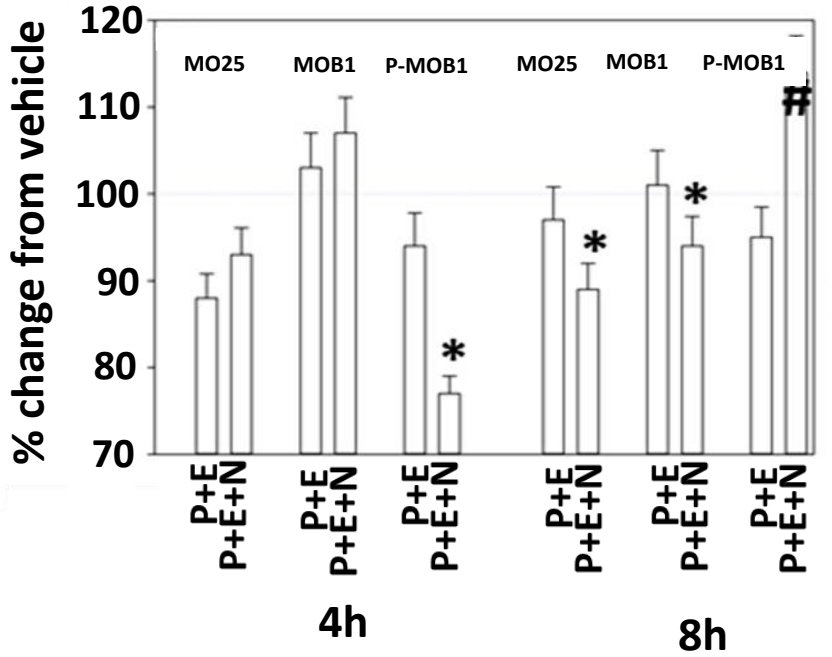

HT1080
% change from vehicle
4h
8h
¶
MST1 P-MST1 MST1 P-MST1
NER NER NER NER


% change from vehicle
¶
MST3 P-MST3 MST3 P-MST3 MST4 P-MST4 MST4 P-MST4
NER NER NER NER
4h 8h 4h 8h

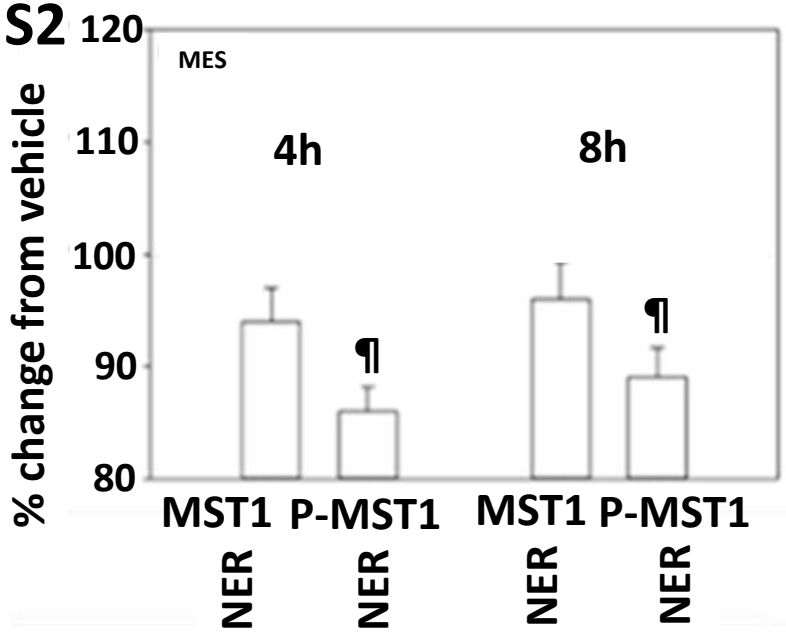

% change from vehicle
£
¶
MO25 MOB1 P-MOB1 MO25 MOB1 P-MOB1
NER NER NER NER NER NER
4h 8h

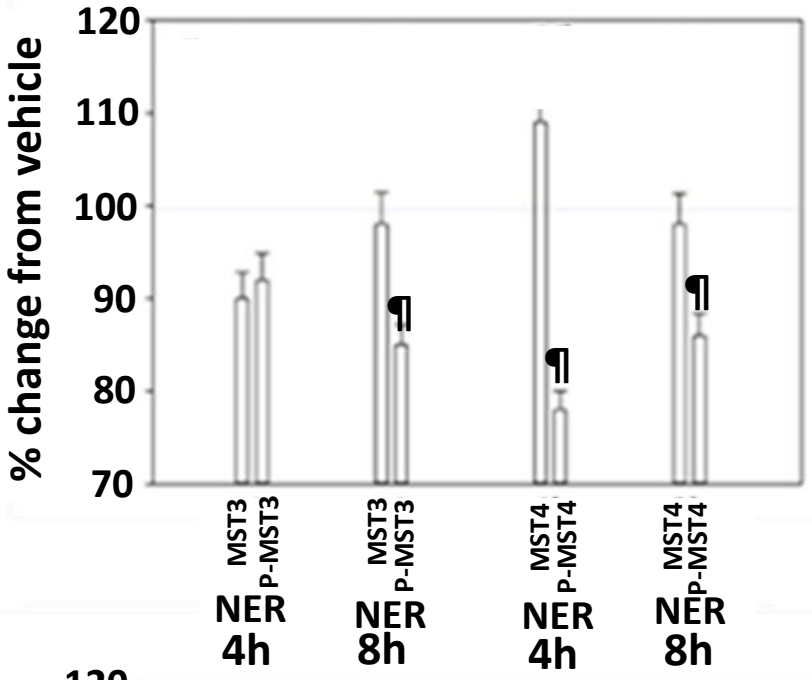

HT1080
% change from vehicle
MST1 P-MST1 MST1 P-MST1
*
P+E P+E+N P+E P+E+N P+E P+E+N P+E P+E+N
4h 8h

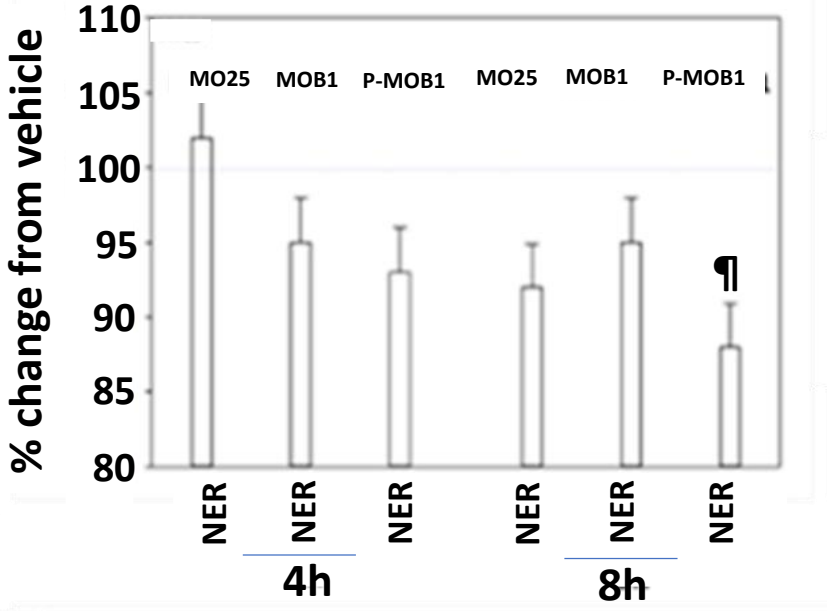

% change from vehicle
MST3 P-MST3 MST3 P-MST3 MST4 P-MST4 MST4 P-MST4
*
P+E P+E+N P+E P+E+N P+E P+E+N P+E P+E+N P+E P+E+N P+E P+E+N P+E P+E+N P+E P+E+N
4h 8h 4h 8h

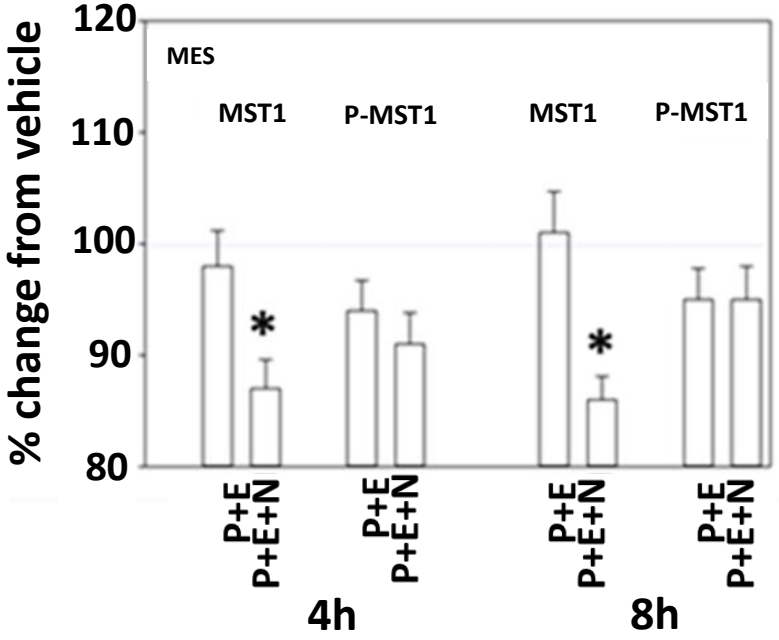

% change from vehicle
MO25 MOB1 P-MOB1 MO25 MOB1 P-MOB1
*
#
P+E P+E+N P+E P+E+N P+E P+E+N P+E P+E+N P+E P+E+N P+E P+E+N
4h 8h

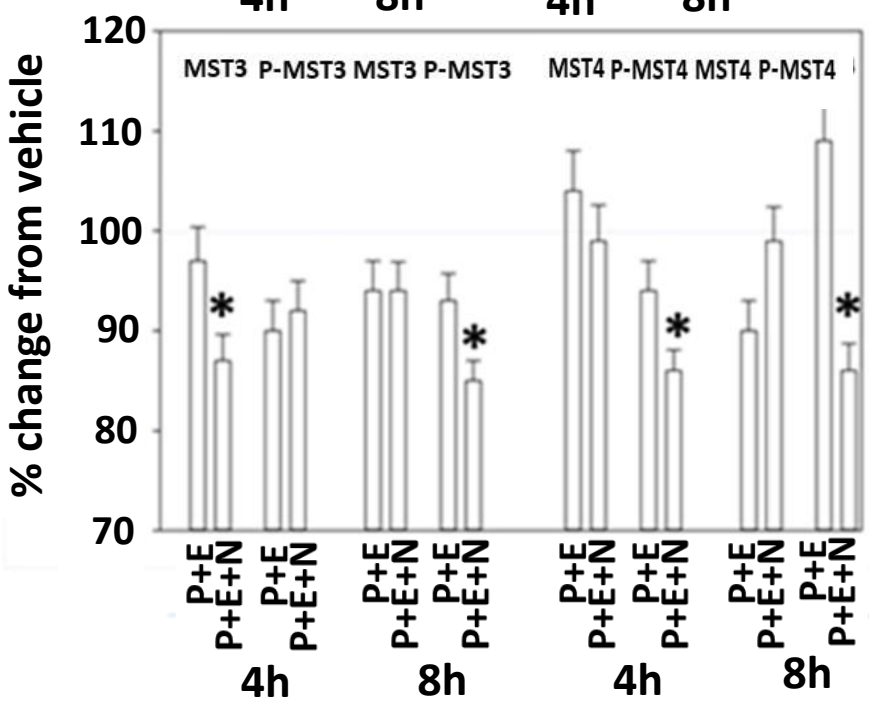
S2

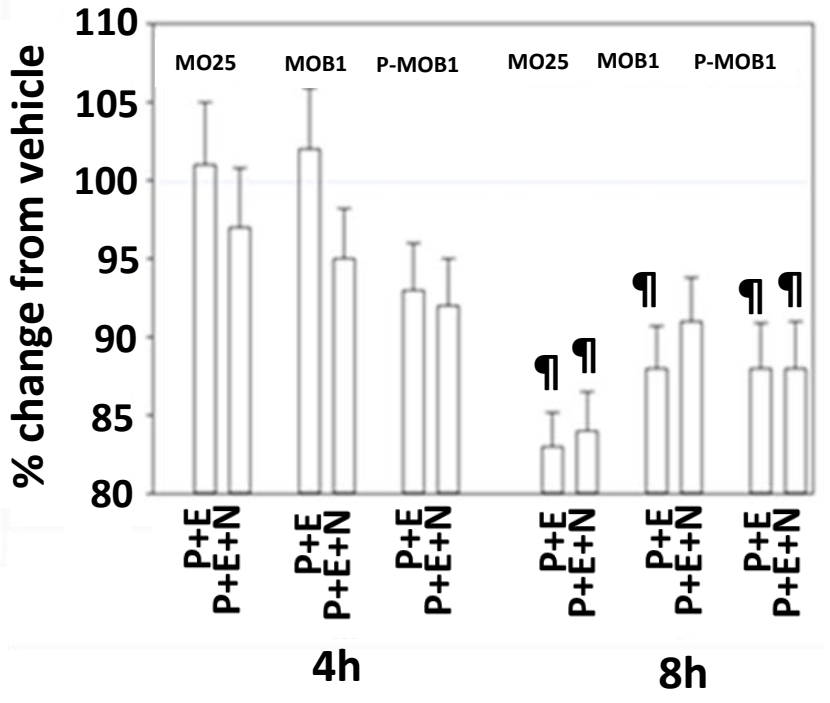

MES
4h
8h
% change from vehicle
MST1 P-MST1 MST1 P-MST1
NER NER NER NER


% change from vehicle
MST3 P-MST3 MST3 P-MST3 MST4 P-MST4 MST4 P-MST4
NER NER NER NER
4h 8h 4h 8h


% change from vehicle
MO25 MOB1 P-MOB1 MO25 MOB1 P-MOB1
NER NER NER NER NER NER
4h
8h


MES
% change from vehicle
MST1 P-MST1 MST1 P-MST1
P+E P+E+N
4h
8h


% change from vehicle
MST3 P-MST3 MST3 P-MST3 MST4 P-MST4 MST4 P-MST4
P+E P+E+N
4h 8h 4h 8h


% change from vehicle
MO25 MOB1 P-MOB1 MO25 MOB1 P-MOB1
P+E P+E+N
4h
8h